Latitude 38

VOLUME 323 May 2004

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Alameda Prop & Machine	171
Bay Island Yachts	9
Diesel Fuel Filtering	171
Mariner Boat Yard	55
Pacific Coast Canvas	91
Pacific Yachts Imports	14

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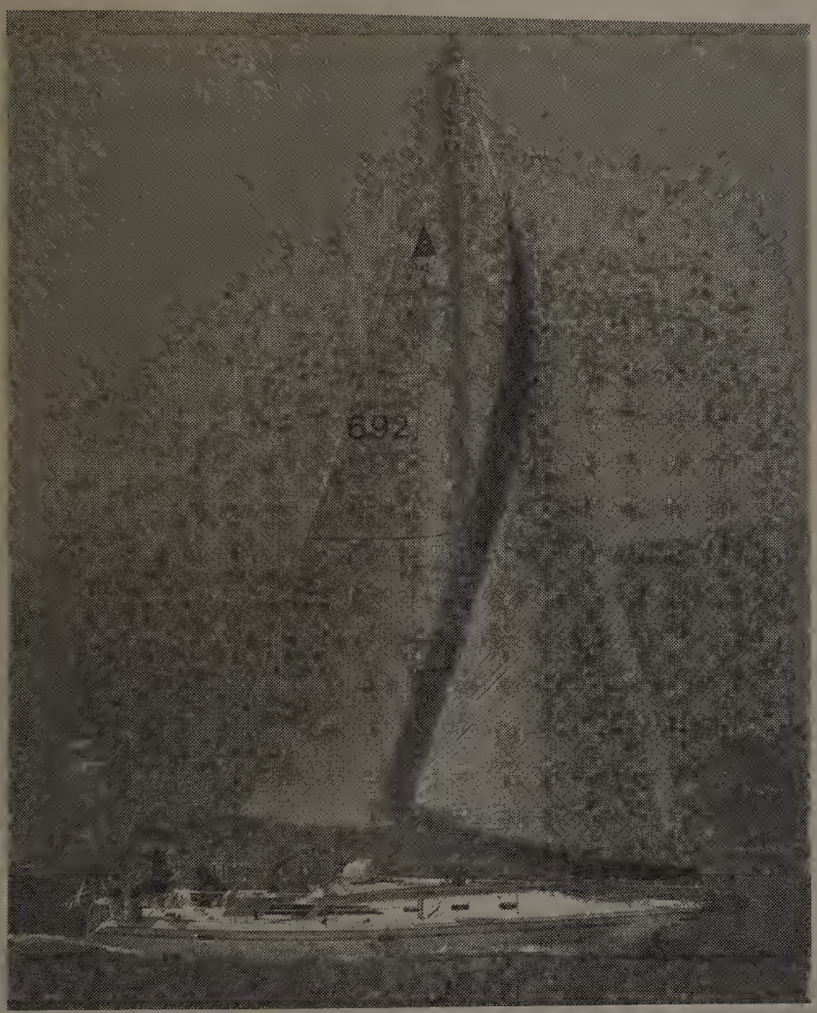
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2099 Grand Street,
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www.grandmarina.com

And they're off...

PHOTO: MIKE ARANEDA



*Strange Bird**

Jay and Laurie Ailworth are going cruising. They bought the bigger boat, then plumped up their savings, quit their jobs and are heading south in June. They'll go through the Canal, visit the Caribbean, spend time in the Chesapeake and then, who knows...

Jay's kids named the first boat *Strange Bird* and created a logo that looked a bit like a big bird who got dressed in the dark. The name has stuck, with a somewhat tamer logo.

The sailmaker, too, has stuck. The current *Strange Bird*, a Catalina 42 II, like the first one, is Powered by Pineapples. Jay and Laurie would have it no other way: A strong, beautifully shaped main, the right sized jib, storm sails, a colorful spinnaker for all those off-the-wind days - and thoughtful advice and support all along the way.

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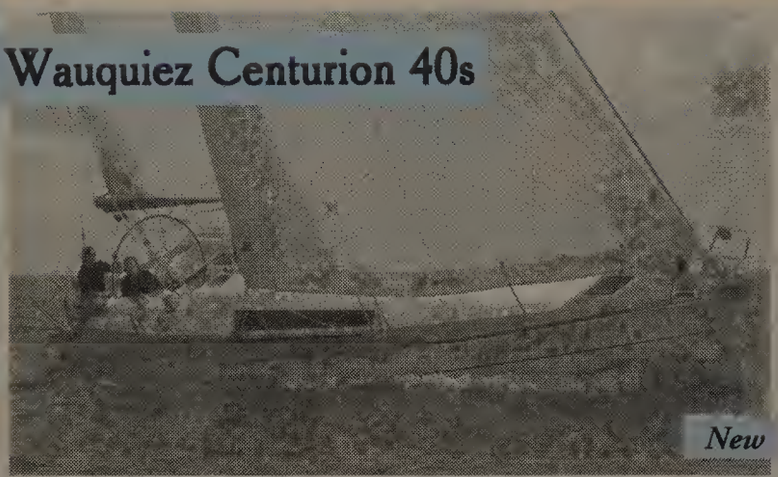
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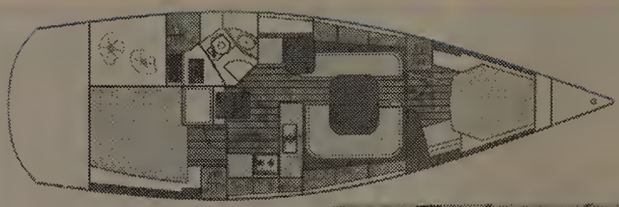
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Island Packet 370



Beneteau 373



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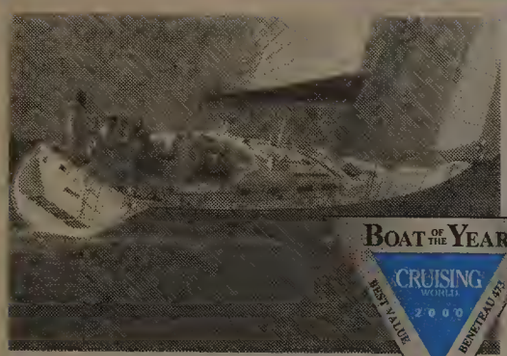
See our Brokerage Ad on page 237

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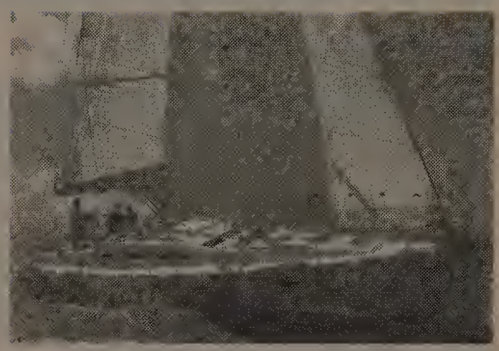
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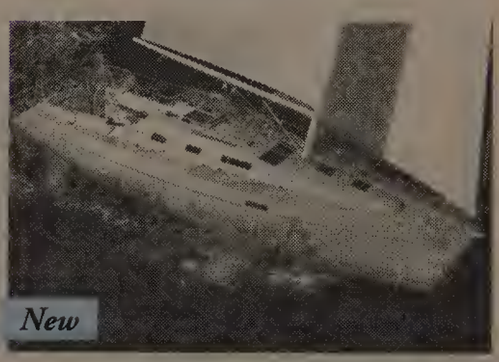
Beneteau 393



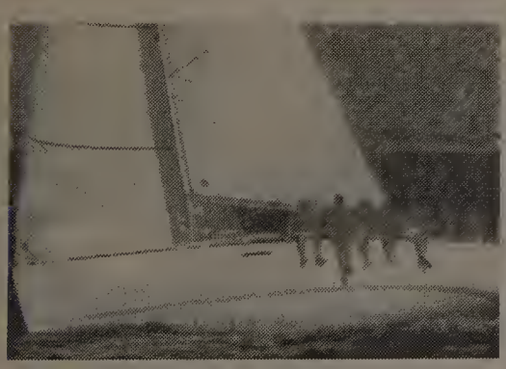
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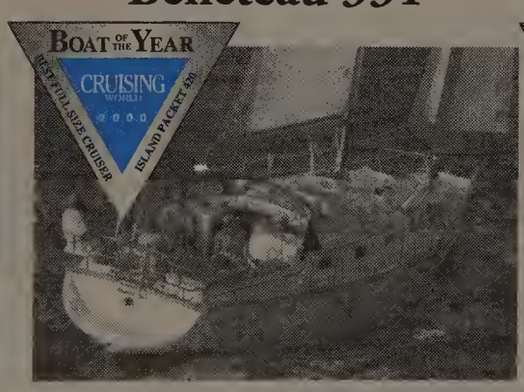
Beneteau 331



Beneteau 323



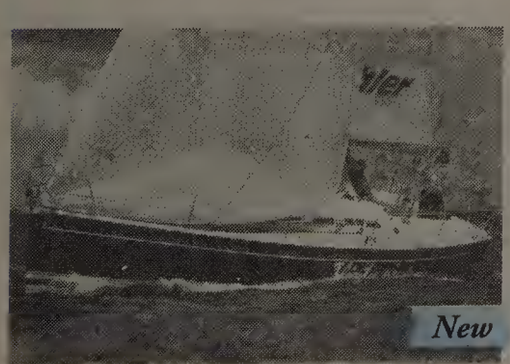
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Island Packet 420



Island Packet 380



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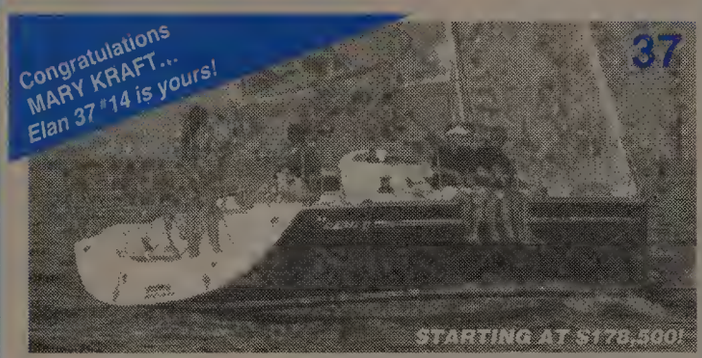
to the West Coast

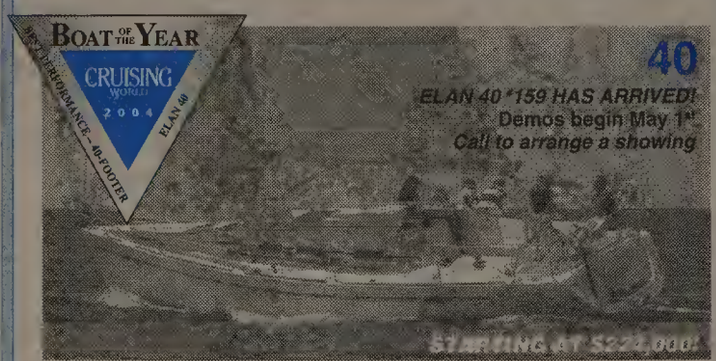
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CONTENTS

subscriptions	8
calendar	28
letters	42
loose lips	100
sightings	106
bvi spring regatta	126
bom: L-36	132
chubby goes north	138
25th j/fest	146
pacific puddle jump, pt. II	152
max ebb: form vs. function	160
r.i.p. bingo again	164
how to write a cruising book	168
the racing sheet	172
world of chartering	186
changes in latitudes	194
classy classifieds	214
advertisers' index	231
brokerage	234

Cover: Jim Coggan's Schumacher 40 'Auspice' at the start of last year's Spinnaker Cup.

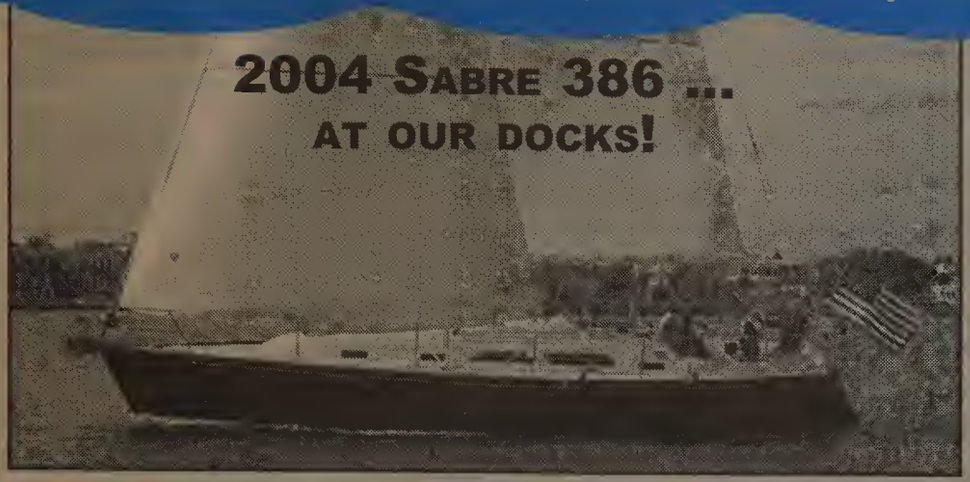
Photo: *Latitude 38*/Rob

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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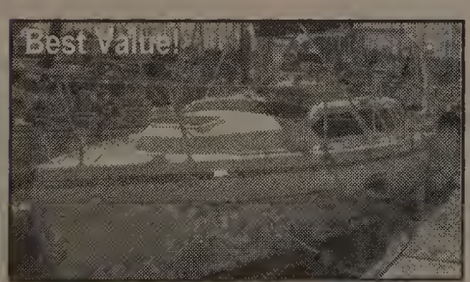
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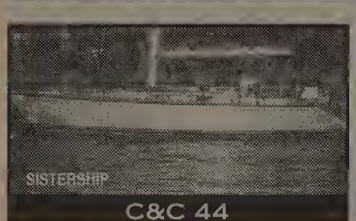
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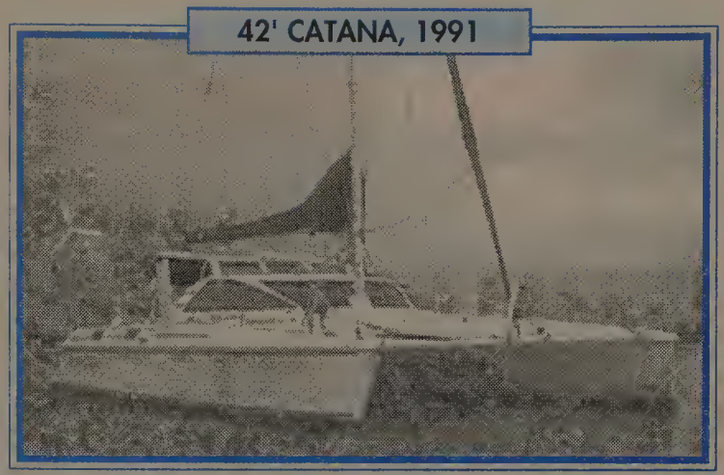
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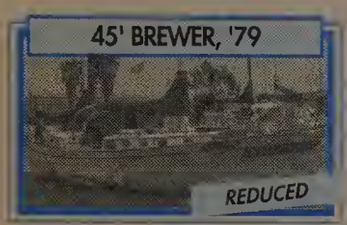
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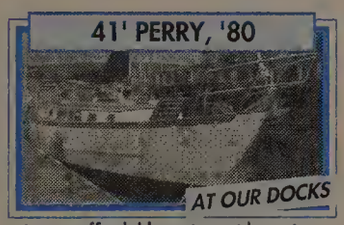
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47' ADMIRAL, 1996	$259,500
45' CASSAMANCE, 1990	$197,500
44' CATANA 44S, 1994	$363,498
43' FP BELIZE, 2001	$359,000
42' VENEZIA, 1995	$219,500
41' CATANA 411, 1995	$275,378
40' DEAN 400, 1995	$167,500
38' LAGOON, 2002	249,900 Euros
38' LAGOON 380, 2002	$305,853

43' CHEOY LEE MS, '82



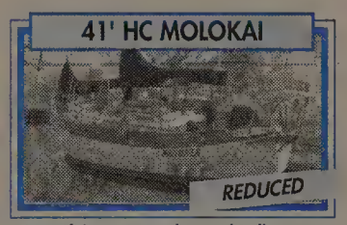
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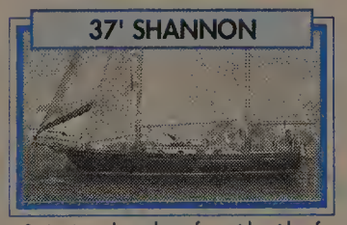
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37' SHANNON



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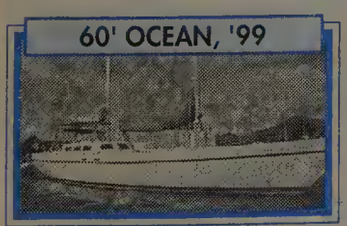


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60' OCEAN, '99



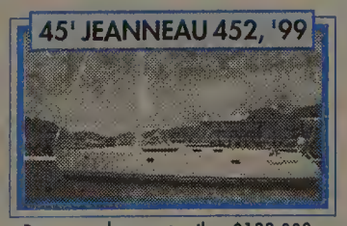
Roomy and solid fast cruiser. $199,000.

48' TAYANA, '94



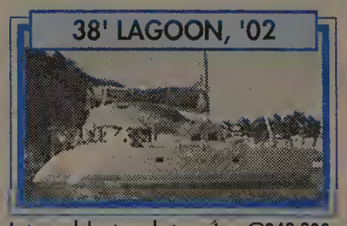
A true luxury center cockpit bluewater cruiser. $389,000.

45' JEANNEAU 452, '99



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38' LAGOON, '02



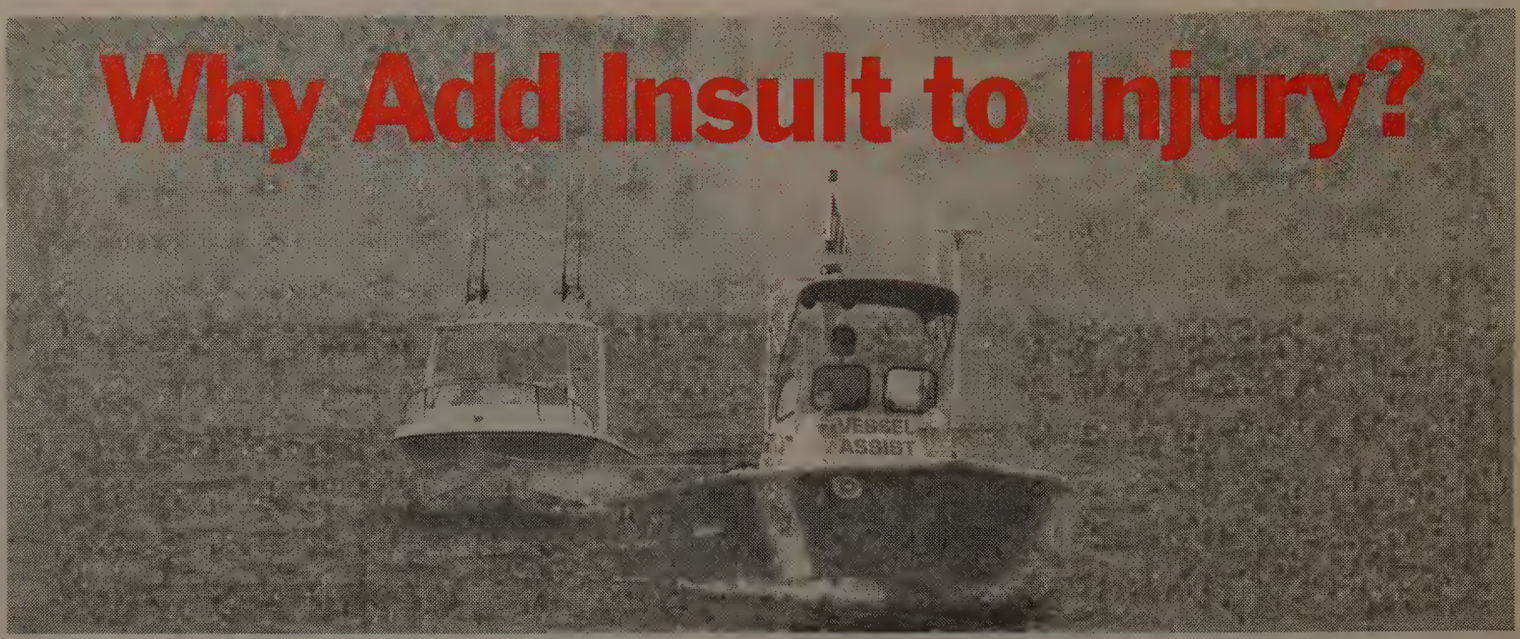
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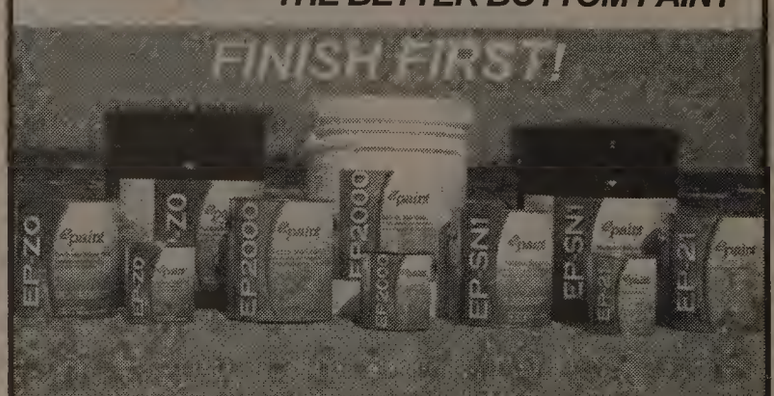
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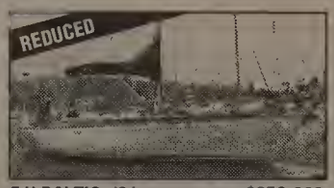
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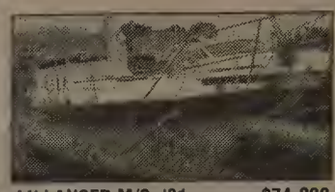
53' NORSEMAN 535, '87 $519,950
Rarely available 53 with a beautiful, light ash interior and an equipment list that will satisfy even the most discriminating yachtsman.



51' BALTIC, '81 $259,000
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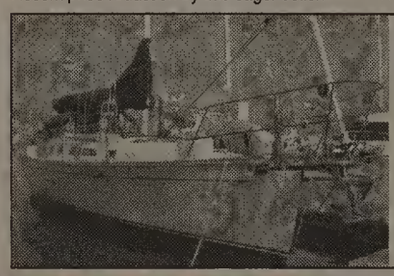
46' FOUNTAINE PAJOT, '01 439,000
Owner's Version 46 well equipped for long-range cruising or local weekending. Unique West Coat Opportunity!



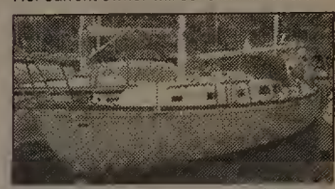
44' LANCER M/S, '81 $74,900
This boat is in fair condition. The engine appears to be clean and well maintained. Her current owner will consider all offers.



42' BENETEAU FIRST 42, '86 $119,500
Actively raced and extremely well cared for by liveaboard couple. *French Bred* is the ideal racer/cruiser/liveaboard.



43' SAGA, '98 $249,900
The Saga 43 provides the excitement of a performance sailboat with the cruising amenities of a solid cruiser. The hull was designed by Bob Perry to achieve the optimum in offshore comfort, safety and performance based on offshore racing boats. *Walkabout* enjoys the reputation for a smooth ride and easy-to-manage sails while maintaining speeds once associated with high-tech ocean racers.



42' CASCADE, '75 $67,500
This sea-kindly center cockpit cruiser is a veteran of the South Pacific and Mexico. She could take you offshore or cruising locally.



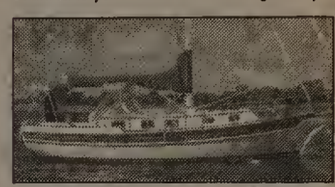
36' LANCER, '83 $32,400
This high performance racer/cruiser was developed by Bill Lee and Bruce Farr. New paint on her hull last year.



35' PACKET CAT, '94 $149,000
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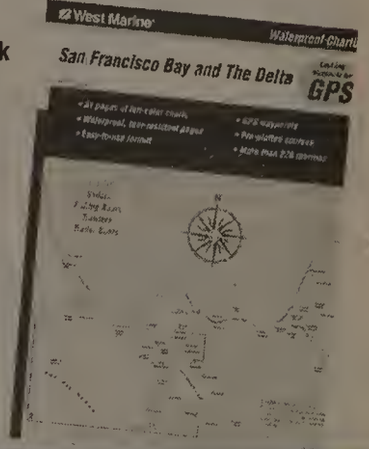
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2003 BENETEAU 393. Like-new cond. Lewmar #48 elect. primaries, main & jib furling, dodger/bimini, RayMarine auto/wind/speed. **$185,000.**



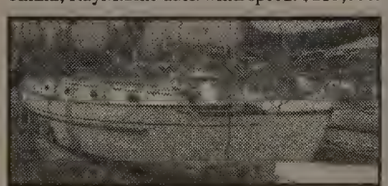
1981 HANS CHRISTIAN 39 P/H. Stout world cruiser w/dual steering stations insures you and crew will be safe no matter what the weather. **$160,000.**



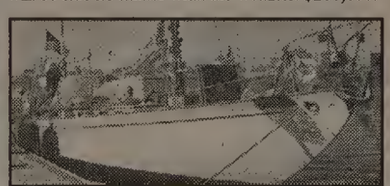
1991 TAYANA 47 CENTER COCKPIT Beautiful 2 cabin layout, custom ash interior. New mast, sails, boom furling. Bristol. **$279,000.**



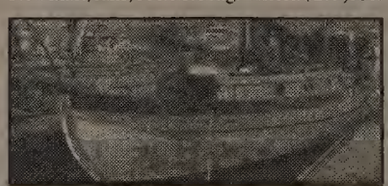
1982 CT 38. Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. **$89,500**



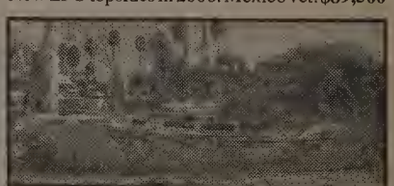
1976 TAYANA 37. Refurbished mast, windvane. New dodger, furling & rigging. Windlass & twin anchors. Great value, will sell fast! **Ask $55,000.**



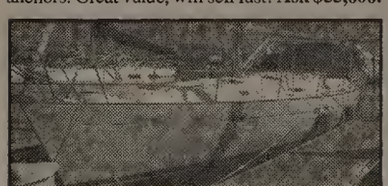
1931 57' ALDEN YAWL. *Cock Robin* is on the market! Famous Bay sailing vessel in great cond. New engine/decks, many upgrades. **$189,000.**



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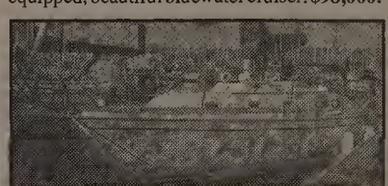
1985 CATALINA 30. Dsl engine, rare electric tabernacle mast. Well equipped w/all new upholstery, flexible furler for jib, more. **$33,000.**



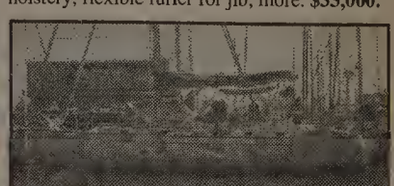
2000 BENETEAU 411. Perfect condition! Low hours, full electronics, dodger/bimini, two-cabin layout, many extras. **$179,500.**



1987 C&C 37+/40. Very clean, centerline queen, full shower. Race or cruise with the family. **$124,500.**



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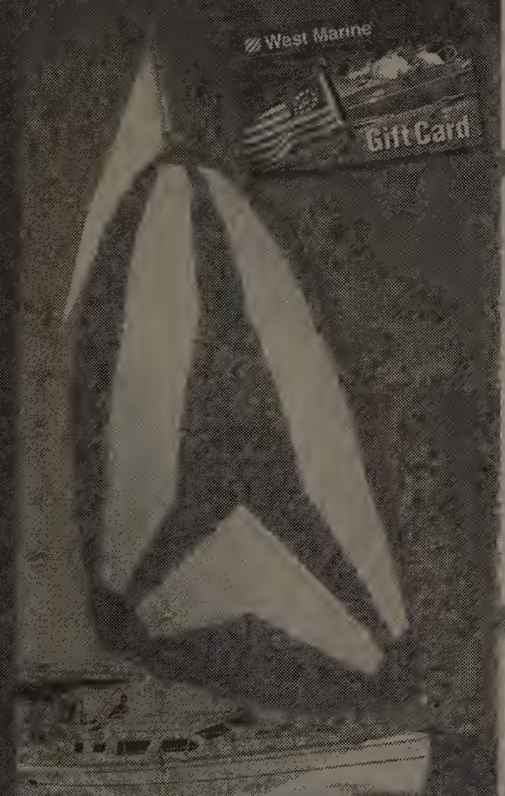
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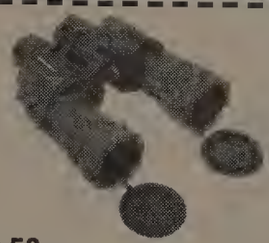
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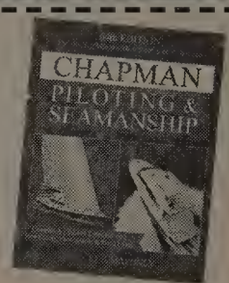
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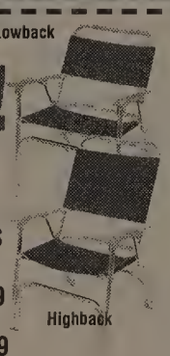
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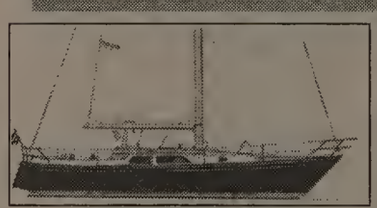




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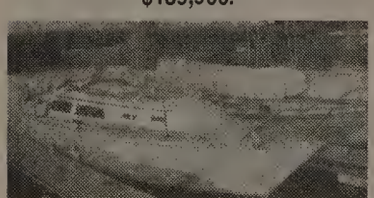
Catalina 36, 2001
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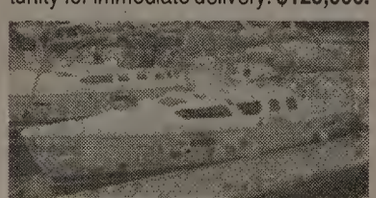
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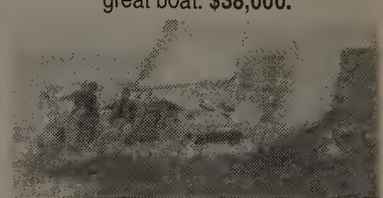
30' Islander Bahama, 1982
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32' Hunter 320, 2001
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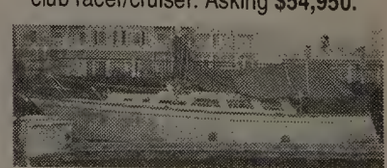
C&C 33 MkII, 1988
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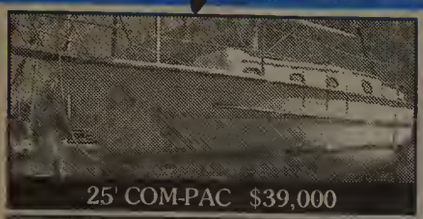


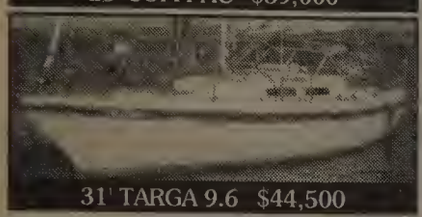
40' Challenger
Spacious plastic classic. **$62,900.**

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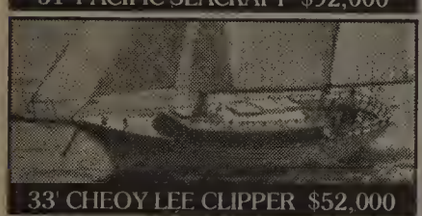
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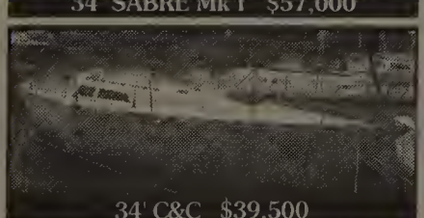

31' TARGA 9.6 $44,500

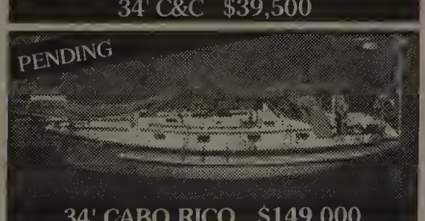

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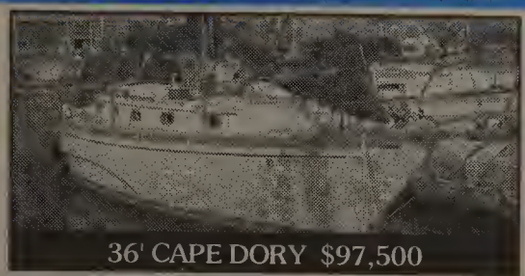

34' SABRE Mk I $49,000


34' SABRE Mk I $57,000

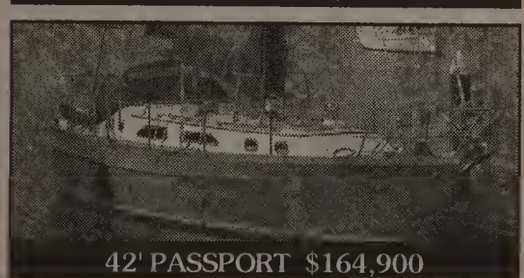

34' C&C $39,500

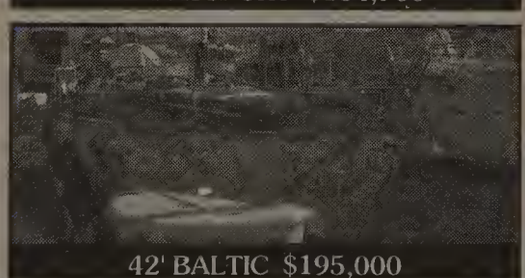

PENDING

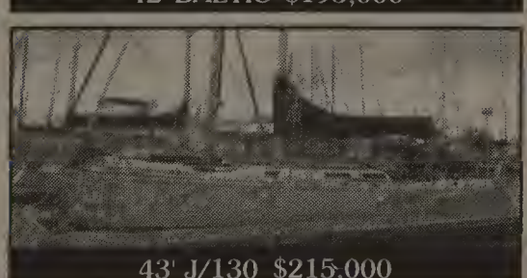
34' CABO RICO $149,000

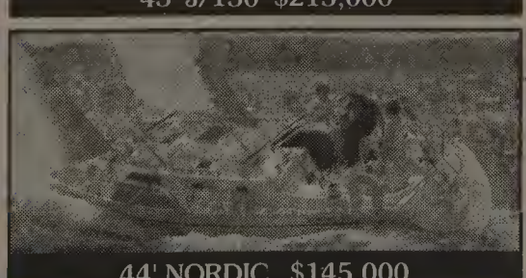

36' CAPE DORY $97,500

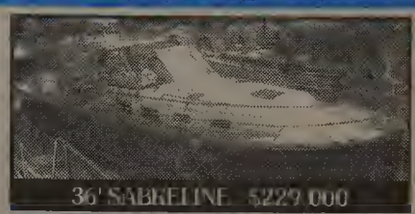

40' FARR $220,000


42' PASSPORT $164,900

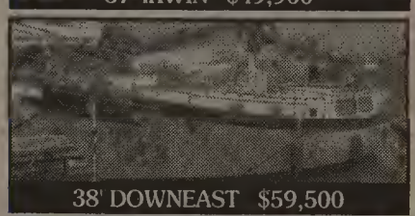

42' BALTIC $195,000

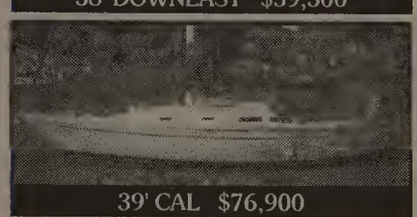

43' J/130 $215,000


44' NORDIC $145,000


36' SABRELINE $229,000


37' IRWIN $49,900

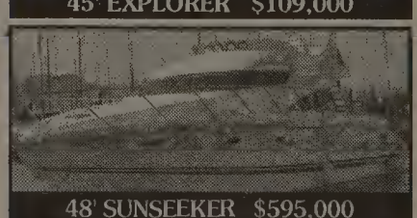

38' DOWNEAST $59,500

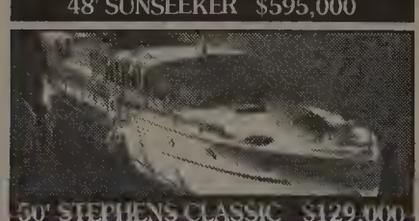

39' CAL $76,900


PENDING

41' HANS CHRISTIAN $195,000


45' EXPLORER $109,000


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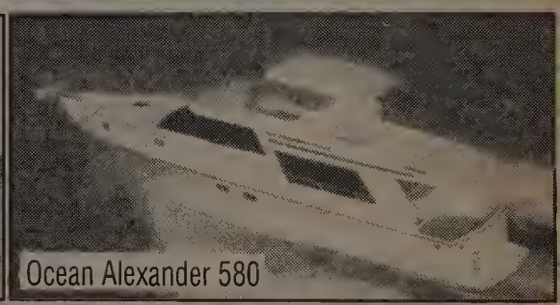
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Catalina 380	1998	165,000
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Catalina 36	1994	99,000
Catalina 36	1985	57,900
Catalina 350	2003	148,800
Catalina 34	1998	99,500
Catalina 320	2000	93,500
Catalina 320	1994	69,900
Catalina 320	1997	coming
Catalina 30	1979	19,900
Catalina 30	1983	reduced
Catalina 28 MkII	2002	77,500

PREOWNED SAILING YACHTS		
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C&C 38	1979	75,000
Jeanneau Sun Odyssey 36.2	1999	119,995
Islander 36	1983	48,000
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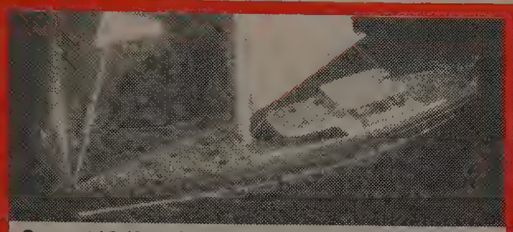
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Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches.***



Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **$1,100,000**



Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. **$490,000/Offer!**



TransPac 52 (2001). *Flash,* ex-*J Bird III,* is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. **Asking $750,000**



Swan 441 (1980) A Ron Holland designed Swan in beautiful condition. New teak decks, like new interior, special custom cabinetry. **$175,000**



Swan 65 (1976). Recently completed world cruise and ready to go again! Great teak decks, many upgrades on this classic Swan ketch. **$490,000**



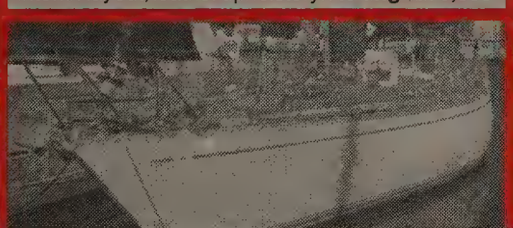
Baltic 43 (1987). This beautiful yacht is full cruise ready with watermaker, liferaft, autopilot. A great interior layout, leather upholstery. **Asking $275,000**



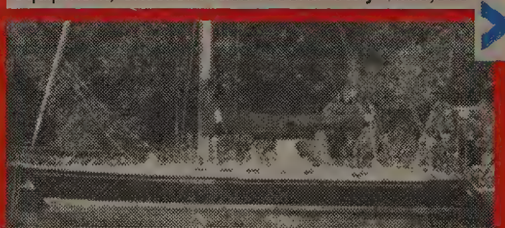
Santa Cruz 50 One of the most famous (and fastest) SC 50s is for sale! Incredible sail inventory, great equipment, excellent race record. **Only $225,000**



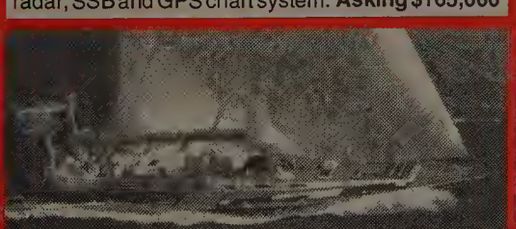
Baltic 42 (1981) This Doug Peterson racer/cruiser has all new rod rigging. Nav instruments include radar, SSB and GPS chart system. **Asking $165,000**



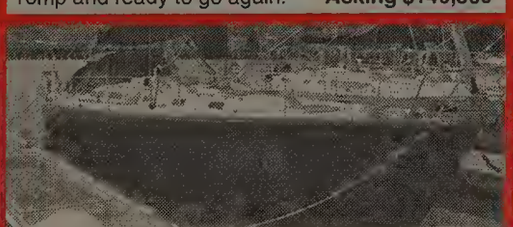
Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. **Asking $149,500**



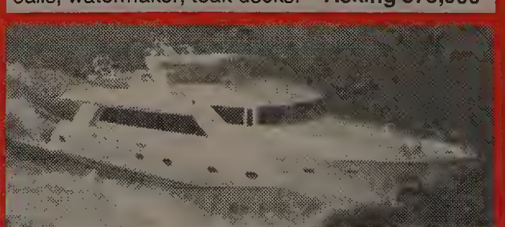
Swan 651 (1987). This gorgeous dark blue Swan has a full complement of hydraulic winches, tons of sails, watermaker, teak decks. **Asking 875,000**



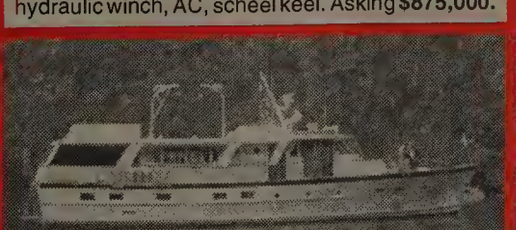
Swan 59 (1988) Perfectly restored, new teak decks, new engine, electronics, more. Perfect interior, full hydraulic winch, AC, scheel keel. Asking **$875,000.**



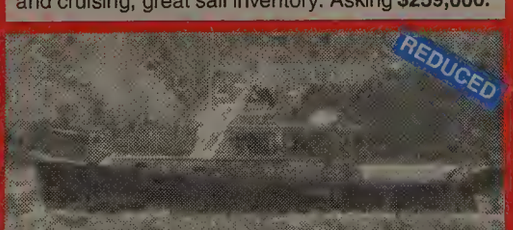
J/44 (1990) One-owner boat in excellent condition. Beautiful dark blue hull. Very well equipped for racing and cruising, great sail inventory. Asking **$259,000.**



Crescent 96 (1998) An excellent example of one of the Pacific NW finest builders. Now just finishing a major refit, this yacht looks as good as new.***



Burger 72' Pilothouse Motor Yacht (1964) This lovely aluminum vessel has recently had both diesels rebuilt. USCG-certified 62 passengers. **$695,000**



Duffy 35 (1988) This classic Downeast lobster-style boat is in excellent condition and is powered by a single 375 hp cat capable of 21 knots. **$195,000**

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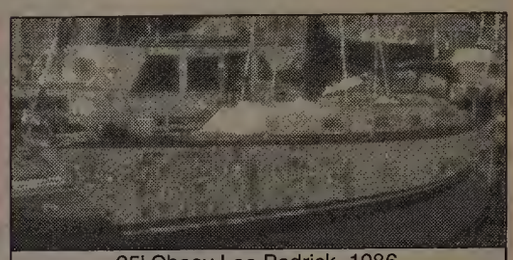


1979 Swallowcraft Scylla CC, 1979
Mitsou $74,900

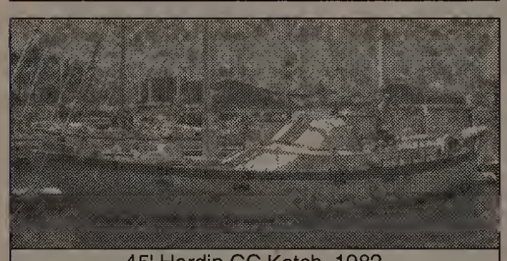
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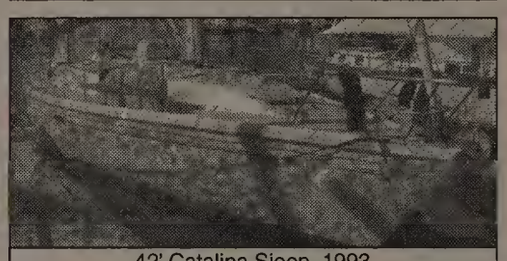
50' Gulfstar Mk II Ketch, 1977
Great Escape $102,000



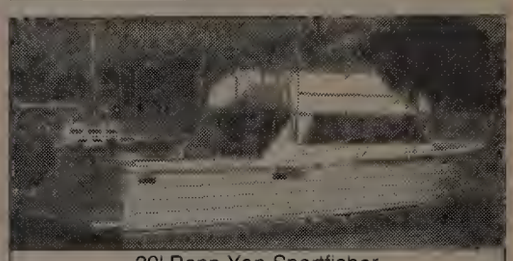
35' Cheoy Lee Pedrick, 1986
Emerald Lady $59,500



45' Hardin CC Ketch, 1982
Tavarua $149,000



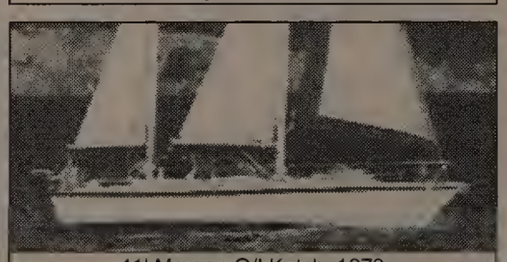
42' Catalina Sloop, 1993
Halcyon $149,000



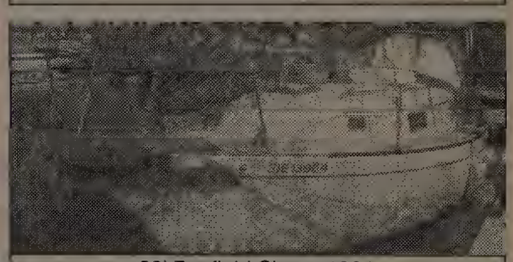
30' Penn Yan Sportfisher
Mamacita $39,500



44' Trojan Motoryacht, 1979
Endeavor $149,000

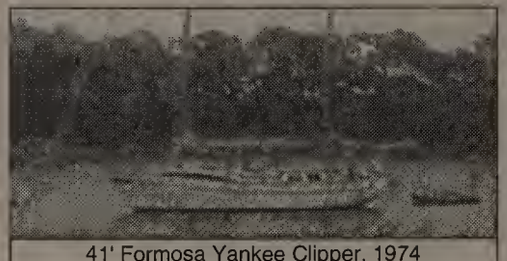


41' Morgan O/I Ketch, 1978
Hamba Kahle $78,500



29' Bayfield Sloop, 1981
Makeover Duo $39,000

SZ	BRAND/MODEL	YEAR	PRICE	LOC
63'	Dynamique Elite 64 Cutter	83	350,000	PV
50'	Force Venice Cutter/Ketch	87	275,000	PV
50'	Bestway Motor Yacht w/cpt	85	250,000	PV
50'	Marine Trader	82	350,000	PV
50'	Gulfstar MK II Ketch	77	102,000	MZ
49'	Albin Tri cabin trawler	81	229,500	SC
48'	De Dood Yawl(reduce)	61	149,000	PV
46'	Moody Center Ckpt Sloop	01	510,000	PV
46'	Hunter 460 Aft Ckpt	00	239,000	PV
46'	Formosa Peterson	78	99,000	PV
46'	Hatteras Cov Sportfisher	77	250,000	PV
45'	Hardin CC Ketch	82	125,000	SC
45'	Hardin CC Ctr Ketch	80	149,000	PV
45'	Rhodes Ctr/Slp by Westerdyke	78	119,000	PV
45'	Columbia Sloop	72	79,000	PV
44'	Hylas Cutter Sloop	86	205,000	PV
44'	Trojan Motoryacht	79	149,000	SC
44'	Peterson CC	78	115,000	SC
43'	Trojan 13 Meter Sedan Sprt	86	195,000	SC
43'	Spindrift Pilothouse Cutter	81	139,000	MZ
42'	Catalina Sloop	93	149,000	PV
42'	Grank Banks Europa	80	245,000	SF
42'	Westsail Cutter Yawl	79	119,500	PV
42'	Cascade Ketch	65	47,500	SC
41'	President Sundeck Trawler	87	149,900	PV
41'	Yorktown CC Cutter/sloop	83	69,999	PV
41'	Custom Steel Cutter/sloop	82	95,000	SC
41'	Morgan Out Island Ketch	78	78,500	SC
41'	Islander Freeport Ketch	77	79,500	MZ
41'	Yankee Clipper Ketch	74	84,900	MZ



41' Formosa Yankee Clipper, 1974
Ballena $84,900

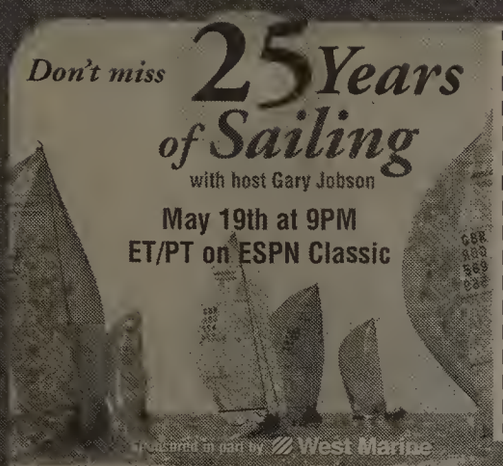
41'	Lauren Williams Trimaran	72	79,000	MZ
40'	Passport Sloop	87	159,000	PV
40'	Ta Shing Baba Cutter	83	195,000	PV
40'	Bayfield Ketch	83	99,950	MZ
39'	Ta Shing Bluewater Vagabo	84	88,000	PV
38'	Chris Craft 381 Catalina	88	89,500	PV
38'	Freedom Sloop	88	119,000	SC
38'	Pearson 385 CC Sloop	84	84,500	SC
38'	Hans Christian MK II	80	110,000	PV
38'	Bertram Sportfisher	76	195,000	SC
38'	C&C Mk II	76	38,000	MZ
38'	Yankee Sloop	73	59,000	PV
37'	Pearson Wing Keel Sloop	89	79,900	PV
36'	Beneteau First 36s7	96	92,000	PV
36'	Schock New York	81	36,000	PV
36'	Swallowcraft Scylla CC	79	74,900	MZ
36'	Columbia Sloop	69	25,000	MZ
36'	Cheoy Lee Pedrick Sloop	86	59,500	SC

35'	Sea Ray Sundancer	87	49,900	PV
35'	Flica Catamaran twin engine	86	130,000	PV
35'	Piver Catamaran	70	38,000	MZ
34'	Catalina Sloop	90	58,000	PV
34'	Formosa Hans Christian	80	63,000	PV
34'	Robert Custom Steel Ctr	71	64,900	SC
33'	Prout Quest 33CS	85	75,000	PV
33'	Wauquiez Gladiateur Sloop	82	59,900	PV
33'	Morgan O/I	77	29,900	MZ
32'	Swain Steel Pilothouse	91	48,000	SC
32'	Blackfin Sportfisher	88	122,900	SC
32'	Columbia 9.6 Sloop	76	19,900	MZ
32'	Westsail Cutter	75	30,000	SC
31'	Pacific Seacraft Mariah	78	60,000	PV
30'	Penn Yan Sportfisher	80	39,500	PV
29'	Bayfield Sloop	81	39,000	PV
29'	Ericson Sloop & Trlr	77	15,500	SC
29'	Ranger Sloop	72	19,900	PV
28'	Dufour Sloop	84	22,500	PV
28'	Bertram Flybridge	72	89,900	SC
27'	Lancer Power Sailer + trlr	83	14,000	SC
27'	Balboa Custom Slp + trlr	78	10,000	MZ
27'	Morgan Sloop	74	12,000	MZ
26'	Sea Ray Bowrider 260	97	33,900	PV
25'	Nordic Scandia High Perform	98	45,995	SC
25'	Glacier Bay Power Cat	97	40,000	PV
24'	Sea Ray Sedan bridge	77	14,000	PV
24'	Yankee Dolphin	72	10,000	SC
24'	Catalina Sloop	83	5,950	SC

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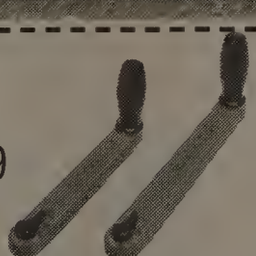
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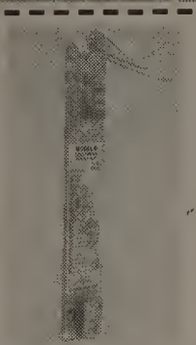
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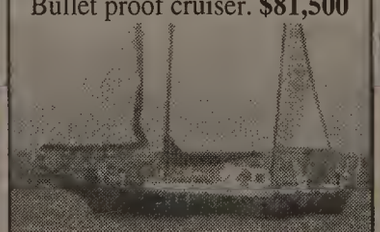
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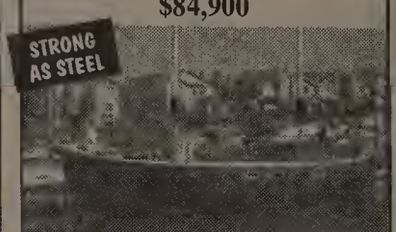


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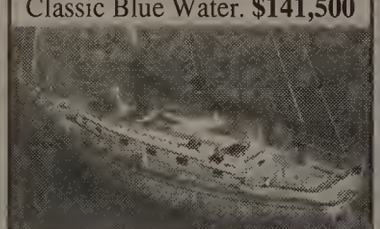
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$84,900



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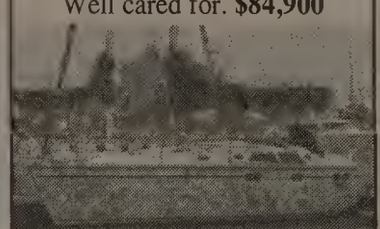
43' MASON, 1980
Classic Blue Water. $141,500



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Timeless S&S Design. $38,500



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38' CATALINA 380, 1999
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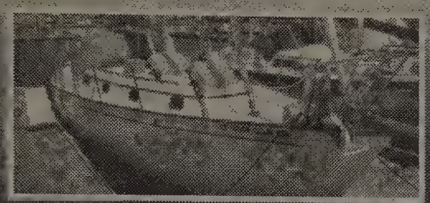
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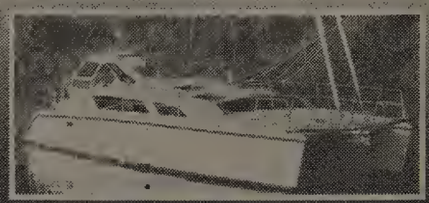
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62' BREWER CUSTOM PH KETCH, '98/'01. 240-T Cat diesel, 9 sails, hydraulic winches, 2 staterooms, bow thruster. $669,000.



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44' MASON CUTTER, '88. Yanmar dsl, Max prop, B&G inst., watermaker, Technautic refrig., inverter, full batten main, Harken furling. $225,000.



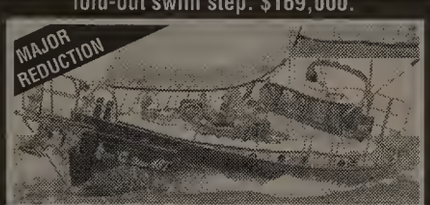
42' BENETEAU FIRST 42s7, 1994 Farr hull, Euro interior, original owner, 8 sails, fold-out swim step. $169,000.



48' CHOATE-PETERSON Fractional Sloop, 1986 Fast cruiser finished by an experienced owner. May be viewed in Mexico. $159,000.



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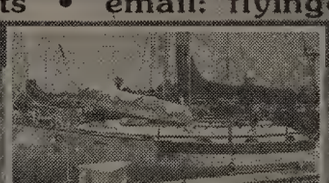
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41' C&C SLOOP, 1981 Race/cruise. Huge sail inventory, dodger, autopilot, white LP, dinghy, OB. $86,900.



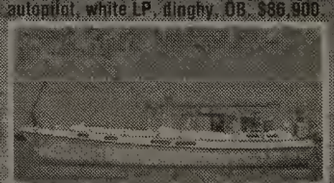
25' CATALINA 250 SLOOP, '01 Wing keel, furling genoa, O/B, permanent head & holding tank added, 2 dbl berths & 2 singles. $28,500



37' ISLAND PACKET CUTTER, 1995 Full electronics. Will consider trade down for power or sail. $153,000.



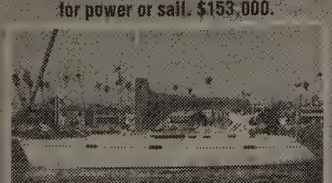
41' CT KETCH, 1979. New epoxy bottom, cosmetically excellent and mechanically sound. Newer electronics. $69,000.



41' MORGAN OUT ISLAND SLOOP, 1974, '99 Yanmar 50hp dsi, generator, wind gen., solar panel, 3 inverters, new hardwood floors. $85,000.



48' SUTTON STEEL MOTORSAILER, 1962 Current ultrasound available. New engine. $109,000.



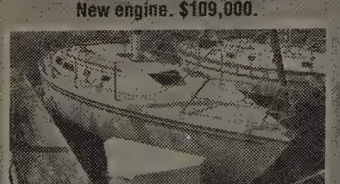
42' BENETEAU 432 SLP, '88. Perkins 4108, UK furling genoa, dodger & bimini w/full mash enclosure, radar on transom mast, more. $118,500



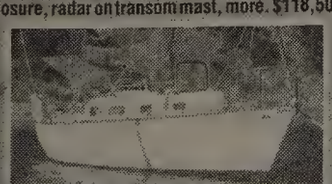
45' HUNTER PASSAGE SLOOP, '97/98. Equipped for long range cruising. 76hp Yanmar. Large interior, great headroom, amenities. $235,000.



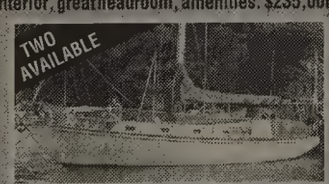
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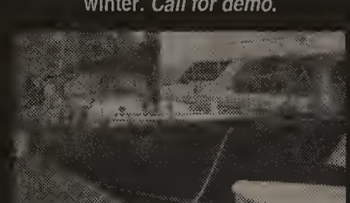
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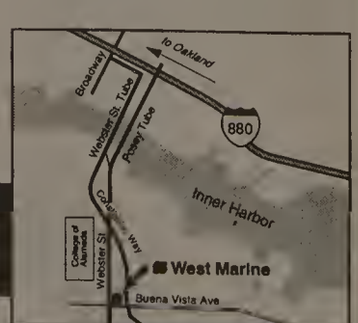
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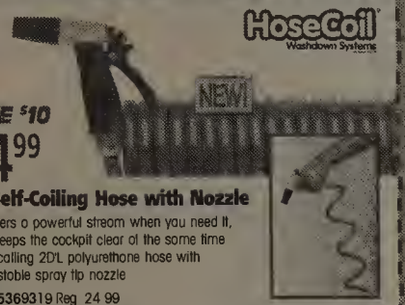


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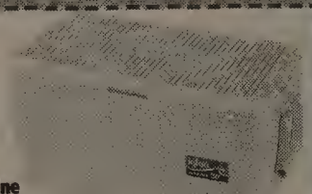
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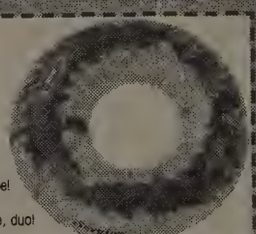
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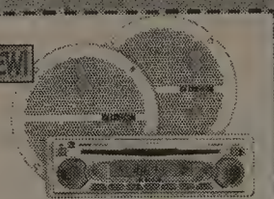


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CALENDAR

Nonrace

May 1 — Swap Meet at Marina Bay Yacht Harbor (Richmond), 10 a.m. to 4 p.m. Info, (510) 236-1013.

May 1 — 4th Annual Marine Flea Market at Loch Lomond YC. Info, 454-7228.

May 1-2 — "Basic Sailing," a women's sailing seminar presented by the Corinthian Women. CYC, 435-4771.

May 1-2 — San Francisco Bay Fest at Liberty Ship Marina in Sausalito, featuring 50 used boats, both power and sail. Mini-seminars, product demonstrations, art displays, music, food and more. McGrath Pacific, 331-5020.

May 2 — Introduction to Junior Sailing and Family Membership at Encinal YC, 4-6 p.m. Meet sailing families and instructors, tour facilities, see boats used for classes. Attendees receive 50% off membership initiation fees. Info, (510) 769-0221, or *www.encinal.org*.

May 3 — "Advanced Coastal Navigation" course starts, continuing on Mondays and Thursdays through 5/24. Meets on Yerba Buena Island, 7:15-9:45 p.m.; $45 fee, must preregister. USCGA Flotilla 17, 399-3411.

May 3 — "Lofting," a WoodenBoat School course with Greg Rossel offered at the Small Boat Shop, S.F. Maritime National Park. Info, *www.woodenboat.com* or (207) 359-4651.

May 4 — Full moon on a Tuesday night.

May 8 — "Know Your Boat," a day-long seminar by Nelson's Marine covering boat systems. $79 entry fee. RSVP and info, (510) 814-1858.

May 8-9 — Open Boat Weekend in Alameda. Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

May 9 — Don't forget Mother's Day.

May 11 — Marin Power & Sail Squadron 'Boat Smart' classes start again. Call Pete for details, 383-3652.

May 12 — SSS TransPac Seminar: "Weather routing, Race Strategy and Tactics." Oakland YC; 7:30 p.m.; free. Info, *www.sfbaysss.org*.

May 13 — Maritime Career Fair, an opportunity for Bay Area students to learn about various facets of the marine industry; 10 a.m. to 2:30 p.m. at the S.F. Maritime National Park, free. Sail San Francisco, 447-9822.

May 13 — Single Sailors Association monthly meeting, with guest speaker Rick Zombeck, City of Alameda OES manager, discussing "CPR Class Schedule/Fire Safety on Board." Ballena Bay YC; 6:30-9 p.m.; free. Info, *www.sail-ssa.org*.

May 13-16 — Morgan Sailboats Rendezvous at Isthmus Cove, Catalina Island. Info, *http://www.beaconfabric.com/morgan2001.htm*.

May 15 — "Bottom Prep and Paints," a free presentation by Tony Dinah at the Richmond West Marine store, 7-9 p.m. Info, (510) 965-9922.

May 15-16 — "Beyond Fundamentals," a more advanced women's sailing seminar presented by the Corinthian Women. CYC, 435-4771.

May 15-16 — Northern California All Marine Swap Meet and Boat Sale, across from the Oakland Coliseum at I-880/66th Ave., 8 a.m. to 5 p.m. Info, (510) 231-1978.

May 16 — Moss Landing Nautical Flea Market, 7 a.m. to 4 p.m. at the Elkhorn YC. Food, music, fun. Info, (831) 724-3875.

May 18 — S.F. Bay Oceanic Crew Group monthly meeting, featuring guest speaker Jim Leech (Pryde Sails) addressing "Sail Maintenance." Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

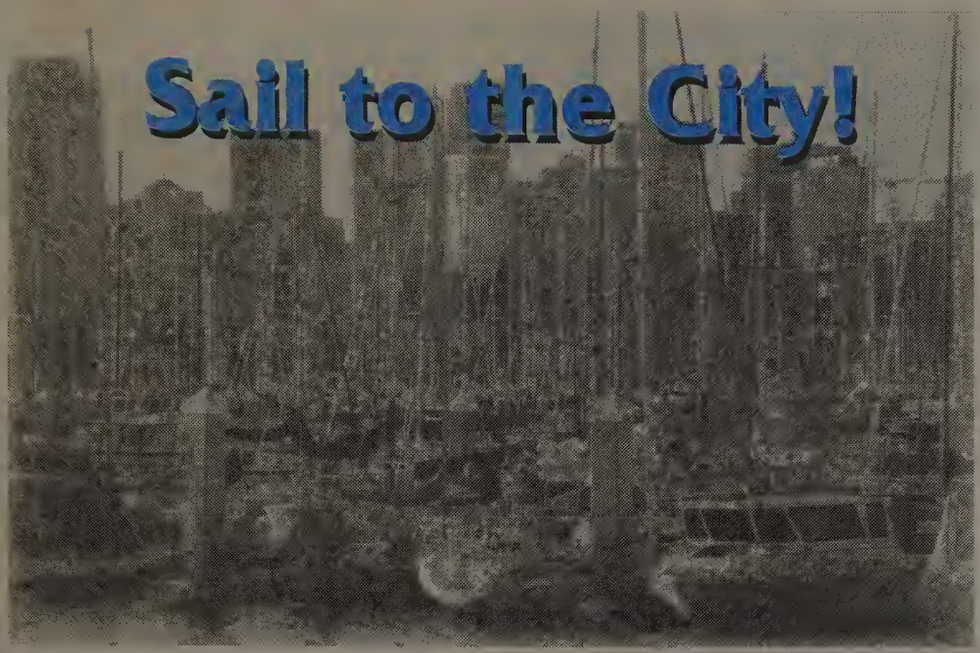
May 19 — "25 Years of Sailing," a one-hour ESPN show produced and narrated by Gary Jobson. Set your VCRs for 6



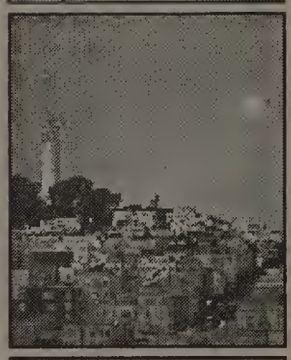


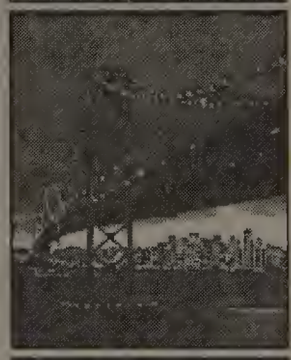



Sail to the City!





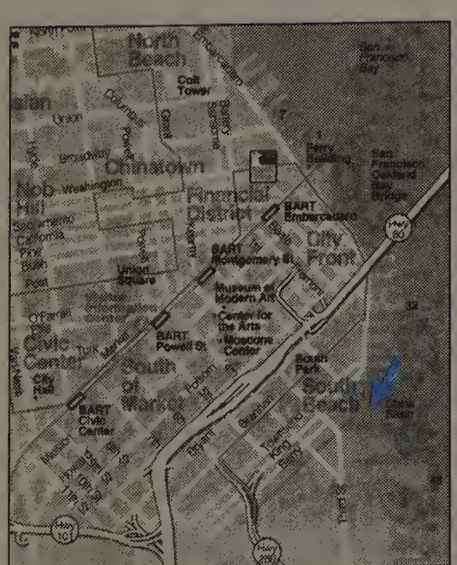





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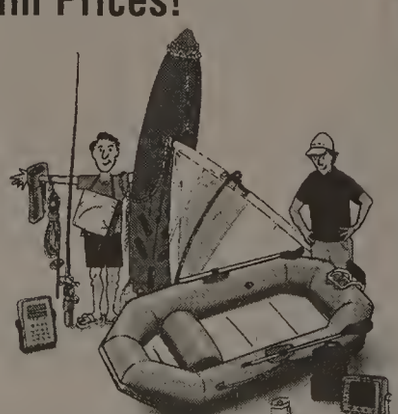
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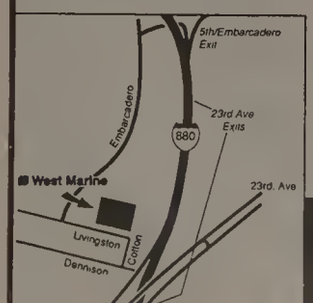
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CALENDAR

p.m. California time, but check local listings first.

May 22 — Cal Sailing Club First Alumni Party, an all-day raft-up and potluck barbecue at Angel Island. Details and sign-up info at *www.cal-sailing.org*.

May 22 — KFOG KaBoom, always the best fireworks show of the year. Starts around 9 p.m. in the South Bay. See *www.kfog.com* for details.

May 22 — "GPS For Mariners," a $10 class at Oakland YC, 10 a.m. to 3:30 p.m. To reserve a space, you must call (510) 522-6868.

May 22 — "AC/DC Electric," an all-day, in-depth seminar at Nelson's Marine covering marine electrical systems. $149 fee. RSVP and info, (510) 814-1858.

May 22 — Safety Seminar presented by ACR — EPIRBs, strobes and more. 10 a.m. at the South San Francisco West Marine store, free. Info, (650) 873-4044.

May 23 — Berkeley Safe Boating Day, with air-sea rescue demos by the Coast Guard, liferaft inflations, MOB drills, free safety inspections and seminars, and much more. Sponsored by Berkeley YC and Berkeley Marina, begins at 10 a.m. Steve Salmon, (510) 222-1490.

May 23 — Oyster Point Marina Safe Boating Day, presented by USCG Auxiliary Division 1, Flotilla 5. Free vessel safety checks (11 a.m. to 5 p.m.); live helicopter rescue demonstrations (noon); and all sorts of information booths. Oyster Point Marina, (650) 952-0808.

May 27 — "Sharing the Bay," a free video presentation about how the boating community interacts on the Bay. Representatives from the S.F. Bar Pilots, VTS/Coast Guard and a towing company will be on hand. Optional dinner at 6 p.m.; show at 7:30 p.m. Encinal YC, (510) 522-3272.

May 29-31 — Islander 36 Class Cruise to Petaluma. Harry Farrell, 331-7631.

May 30 — Brisbane Marina Flea Market and BBQ, 8 a.m. to 3 p.m. Info, (650) 583-6975.

May 31 — Observe Memorial Day.

June 5 — Nautical Flea Market at the Santa Cruz West Marine store, beginning at 6 a.m. Info, (831) 476-1800.

June 19 — Sequoia YC Annual Swap Meet, 8 a.m. to noon. Karrie Allen, (650) 207-9440.

June 19-20 — Summer Sailstice — go sailing, win free stuff! Info, *www.summersailstice.com*.

June 26 — Ballena Isle Marina Nautical Swap Meet, 8 a.m. to noon. Info, (510) 523-5528.

Racing

May 1-2 — 104th Vallejo Race. YRA, 771-9500.

May 1-2 — Yachting Cup, including a charity race on April 30 to benefit the Leukemia & Lymphoma Society. San Diego YC, (619) 758-6309.

May 1-2 — Moore 24 PCCs. SCYC, (831) 425-0690.

May 2 & 23 — Sunday Hot Dog Series at Lake Elizabeth for El Toros, Sunfish, FJs, Lido 14s, Wind Riders and an Open Class for boats under 17 feet. Fremont SC; Chuck St. Denis, (408) 263-5690.

May 6-8 — Melges 24 Nationals. SCYC, (831) 425-0690.

May 8 — OYRA/HMBYC One Way to Half Moon Bay Race, one of the easiest ocean races. YRA, 771-9500.

May 8 — Commodore's Challenge. Encinal YC, (510) 522-3272 or *www.encinal.org*.

May 8 — Flight of the Bulls, an El Toro jamboree in Foster City. Info, *www.eltoroyra.org*.

May 8 — Alameda Interclub Race #2, held in the South Bay. IYC; Glen Krawiec, (510) 339-9451.

May 11, 1984 — It Was Twenty Years Ago Today, from

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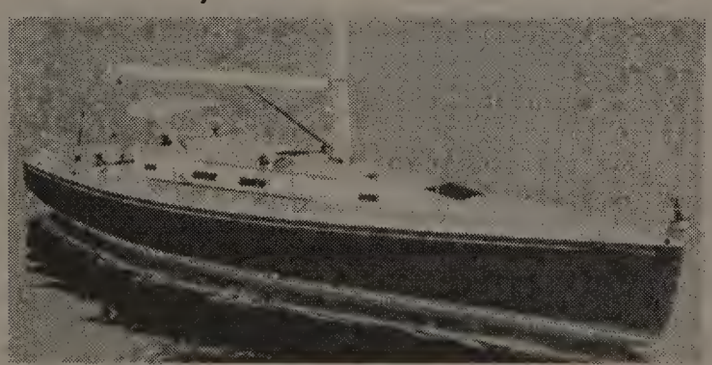
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CALENDAR

Shimon Van Collie's article *Finn Olympic Trials*:

What a mess! What a goddam, awful mess! The Olympic Trials for the Finn dinghy at Long Beach, California, have become one of the biggest messes ever in competitive sailing. In many ways, though, it is a microcosm of what the Olympics has become: a competition intended as healthy and friendly, which has degenerated into a vicious squabble.

What has transpired in the days following the April 28 to May 11 Finn Trials is another chapter in the tragedies that have befallen the Games for the past decade and a half. The shame of it is that at least one, and possibly both of the top two sailors who demonstrated their considerable capabilities will be left with nothing to show for their efforts.

The two protagonists in this passion play are Russ Silvestri, 22, of Tiburon, and John Bertrand, 28, now living in Southern California but for most of his life a resident of the Bay Area. Tall, blond and strapping, Silvestri grew up sailing Lasers on the Bay and has won honors as the national youth champion in 1980, the collegiate singlehanded champion in 1981 and collegiate All-American at USC. His sailing style has always been aggressive, with outstanding bursts of speed punctuated by letdowns.

Also tall, but dark-haired, more reserved and more experienced, Bertrand is a legend in the sailing world. He too grew up in the Laser class, part of the first wave of super sailors from the mid-1970s who have become stars of the sport in the 1980s. He has won world titles in both the Laser and Finn as well as match racing titles in 6 Meters, and served ably as tactician for skipper John Kolius on *Courageous* during the 1983 America's Cup campaign. Bertrand is renowned for his thoroughness of preparation and his innate ability to go very fast, especially downwind, "When John is sailing well," remarked a fellow competitor, "he is truly awesome."

Bertrand was not awesome at the recent Olympic Trials. He was good, but by all accounts, Silvestri was the star of the show. "I've been having trouble in light airs," admitted Bertrand. He was unable to match Silvestri's superior speed, particularly upwind. Russ, it seems, had found what all Finn sailors dream about, a great mast-sail combination for this cat-rigged 15-footer. He had the ability to jump away from the starting line or sail through the fleet if behind. There was little question in anyone's mind that the fastest sailor on the course was Russ Silvestri.

One of the truisms of sailing, however, is that the race or regatta is not always won out on the water. Protests can change results, and in Finn Trials they threw the series into bedlam.

The context for what happened on May 11, the day of the last race of the Trials, has some significance. For both Silvestri, who was leading the regatta, and Bertrand, who stood second, this day would be the culmination of a lot of hard work. Russ, like many sailors, had dreamed of going to the Olympics for many years. After graduation from USC, he decided to devote his full energies into a nine-month campaign. He enlisted support from many fronts, including other sailors, sports psychologists, financial backers, and exercise coaches. He attempted to address every aspect of the sport and his preparation had obviously paid off. By the eighth and ninth races he knew he was very close to his goal. . .

May 15 — Spring One Design #2. SCYC, (831) 425-0690.

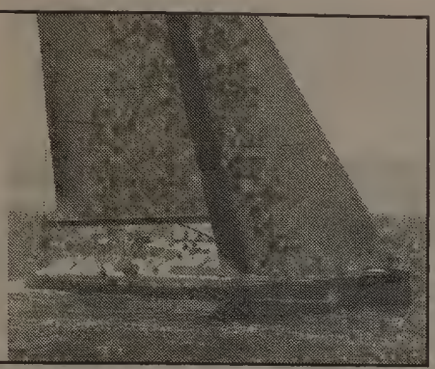
May 15-16 — Clear Lake Spring Regatta. Lakeport YC, (707) 263-5565.

May 15-16 — Lipton Cup, "the West Coast's most prestigious interclub prize." Defending champ Southwestern YC will host this J/105 regatta, which is open to SCYA members

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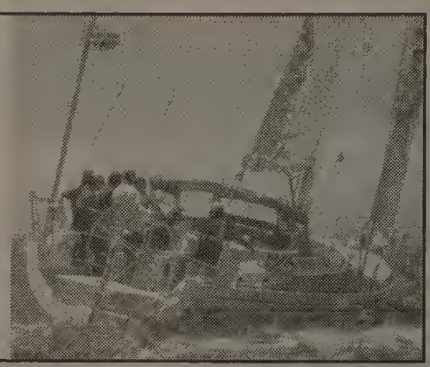
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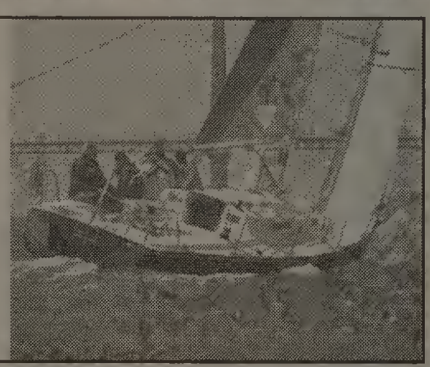
J/105 #128,
Bella Rosa

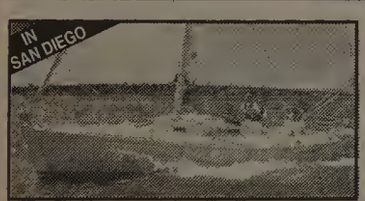
Bella Rosa has been dry stored since manufactured. Never in the water for more than 3 weeks at a time, and primarily raced. 2002 overhaul/paint. Mast/boom/rig to current mfg. specs.
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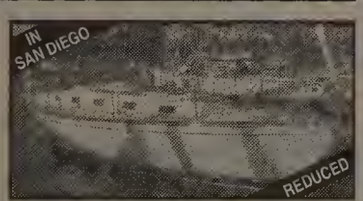
J/105 #181
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Shoplift this pristine J/105 off our docks.
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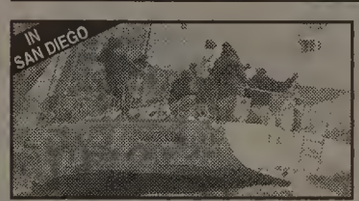




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52' Santa Cruz, '00, *Impulse*		695,000
52' Transpac Custom 52, *Yassou*	*New Listing*	895,000
46' J/46, '01, *Jacana*		469,000
46' ILC, '96, *Xtreme**		149,500
43' Custom, '94, *Van Dieman**		119,000
43' Saga, '02, *Wind Shear***		312,000
42' Moody, '01, *Jezebel***	*Reduced*	295,000
41' J/125, '98, *Pearl***		220,000
40' Farr, '86, *Rascal***		149,500
40' Wilderness 40, '87, *Falcon**		53,000
40' Olson, '83, *Aisling***		79,500
40' Northstar 40, '75, *Outlandish*		105,000
40' CS 40, '01, *Mimi**		180,000
40' J/120, '01 *Bifrost II***	*New Listing*	250,000
40' J/120, '00, *Grace Dances**	*New Listing*	$234,000
39' Catalina 390, '02, *Alexandria**		169,500
38' Tartan 3800, '97, *Gusto*		199,000
37' J/37, '87, *Blue Heron**		78,000
35' Hunter 35.5, '92, *Rum Tum Tugger*		74,500
35' J/105, '01, *Scaramouche**	*Reduced to*	122,500
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35' J/105, #108, *Bella Rosa*	*New Listing*	115,000
35' J/105, #181, *Wianno*	*New Listing*	110,000
35' J/105, *Hibiscus**	*New Listing*	127,500
35' J/105, *Kanzeon**	*New Listing*	128,500
35' J/105, *Pooh's corner***	*New Listing*	115,000
35' J/105, '00, *Riot**	*Pending*	$114,900
35' J/35c, '90, *Palio*	*Pending*	103,500
35' J/35, '87, *Storm Front***		69,900
35' J/35, '85, *Blue Streak***		49,500
35' J/35, '85, *Jammin***		55,000
35' J/35, '85, *Pazzo***		55,000
35' Beneteau First 35s5, '91, *Max One*	*Pending*	75,000
35' Santana, '79, *Spellbinder*		39,000
35' One Design 35, *Zsa Zsa*		95,000
34' Farr 10.20, '89, *Hagar II**		68,000
33' Synergy 1000, '99, *Hull #2***		65,000
32' J/32, '98, *Nauti Dreams**		138,800
32' J/32, '99, *Winsome***		145,000
31' Corsair F31R, '99		112,000
30' Melges, '96, *Max Q**		75,000
29' J/29, '87, *Cay J**		27,500
29' J/29, '83, *Ex***		22,900
24' J/24, *Jungle Love***		18,000

** Indicates Southern California Boats*
*** Indicates Pacific Northwest Boats*

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CALENDAR

and other invited clubs. SWYC, (619) 222-0438.

May 15-16 — Elite Keel Regatta for Express 37s, Etchells, IODs, Melgi, J/24s and Folkboats. SFYC, 789-5647.

May 15-16 — Lake Yosemite SA Spring Regatta in Merced. Wes Unruh, (209) 358-9576.

May 16 — Spring SCORE/Doublehanded #2. Santa Cruz YC, (831) 425-0690.

May 21, 1994 — Ten Years After, from a *Latitude* article titled *Whitbread Race: Down The Homestretch:*

The proverbial Fat Lady hasn't sung for the Whitbread Race yet, but she's slipping into her girdle, putting on her makeup and warming up her pipes. By June 5 or 6, the sixth Whitbread Round the World Race should be history, and unless something shocking occurs — such as Chris Dickson's *Tokio* dismasting in the last leg — Grant Dalton's *New Zealand Endeavour* should win the maxi class (and overall, though there's no trophy for this), while Ross Field's *Yamaha* takes Whitbread 60 honors.

The sixth and final leg — 3,818 relatively easy miles from Fort Lauderdale to Southampton, England — got underway on May 21, as ESPN cameras rolled live footage and hundreds of spectator boats milled around. In 7-10 knots of breeze, Dawn Riley's *Heineken* was first across the line — pushed over three seconds early by *Intrum Justitia*. The all-woman team will incur a 13-minute penalty (10 minutes plus a minute for every second over early), an essentially meaningless slap on the wrist.

Although we doubt Dawn planned it that way, being over early must have seemed worth the added television exposure for her sponsor. *Heineken*, however, should ditch its current ad agency — their dreadful commercials kept stressing, "We don't need a jingle, or a fancy ad campaign, or a racing team. . . " Then, to our amazement, the camera would cut back to Dawn and *Heineken*. Ooops!

Merit Cup and *Intrum Justitia* rounded the turning mark, some four miles upwind, in that order and led the charge to the Gulf Stream. For the next few days, the fleet beat north in a 15-20 northwesterly with a 3-4 knot push from the Stream. The bouncy conditions quickly took their toll on the Ukrainian W-60 *Odessa*, the perennial fleet doormat. Skipper Anatoly Verba reported that they'd ripped their #3 the first day out, and that both running backstays broke the second day. Everything was repaired, but not before the loose rigging punctured their mainsail in a dozen places.

At the front of the fleet, the Swiss maxi *Merit Cup* and — surprise — the Italian W-60 *Brooksfield* have really opened up on their respective classes. Their gamble to head east early in the race is paying off, with *Merit Cup* some 151 miles ahead of arch-rival *NZ Endeavour*, which in turn is 50 miles ahead of *La Poste*. Dalton had an 18-hour lead over *Merit Cup* going into the leg, (and 11 hours over *Yamaha*), and is no doubt starting to chew his fingernails. *Brooksfield* is 62 miles ahead of the next W-60, *Galacia*, and 120 miles ahead of third place *Yamaha*.

However, neither of the leading W-60s are a particular threat to *Yamaha*: Going into the finale, *Brooksfield* was 8 days behind (due largely to their problem in Leg Two), and *Galacia* was 26 hours off the pace.

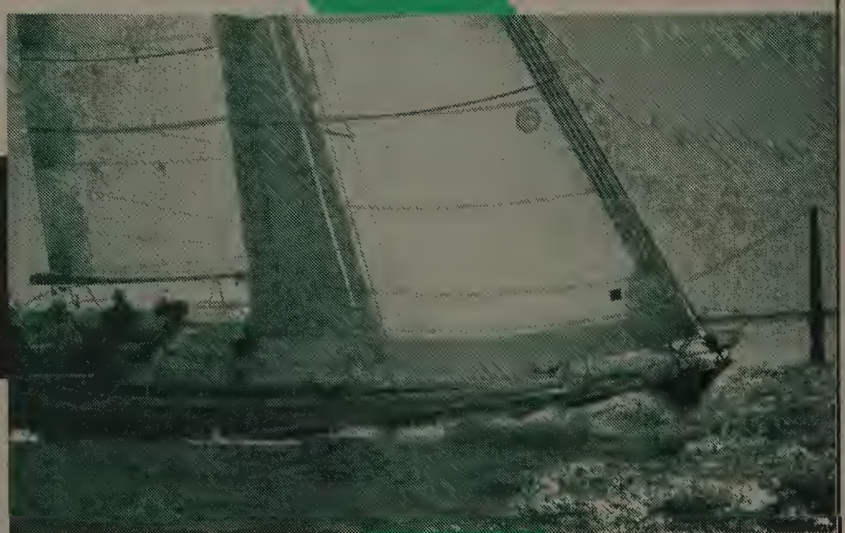
May 28 — SFYC/MPYC Spinnaker Cup. Noon start off Knox, finishing 88 miles later in Monterey. SFYC, 789-5647 or *www.sfyc.org*.

May 29 — Master Mariners Annual Regatta, followed by a party at the Encinal YC. Info, *www.mastermariners.org*.

May 29-30 — Memorial Weekend Regatta & Frank Stone Cup. One design racing for J/120s and Melges 24s, along

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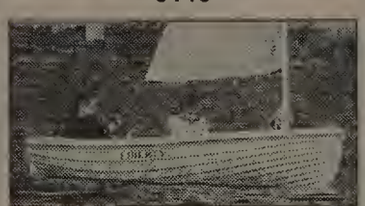
HUNTER 260



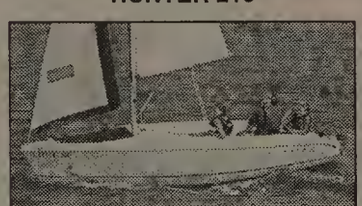
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with several PHRF handicap divisions. Boats with valid IRC certificates will be dual-scored, but just for the sake of comparison. StFYC, 563-6363.

May 29-30 — 40th Whiskeytown Regatta. See *www.whiskeytownsailing.org.*

May 29-31 — 61st Swiftsure Race, the big one for northwest sailors. This year the race is dedicated to the memory of marine photographer Kelly O'Neil Hensen. Royal Victoria YC, (250) 592-9098, or *www.swiftsure.org.*

June 5 — Delta Ditch Run, a delightful 67.5-mile river run from Richmond to Stockton. RYC, (510) 237-2821.

June 5-6 — San Francisco Cup in J/105s: defender San Francisco YC (*Aquavit*, Tim Russell) vs. St. Francis YC (*Good Timin'*, Chris Perkins). SFYC, 789-5647.

June 5-6 — Go For The Gold Regatta on Scott's Flat Lake (outside Nevada City). Gold Country YC, (530)-273-7819.

June 12 — Coastal Cup, S.F. to Santa Barbara. Encinal YC, *www.encinal.org*, or Steve Rienhart, 244-5960.

June 12 — SSS In-The-Bay Race. Bill Charron, (510) 490-1147, or *www.sfbaysss.org.*

June 12 — Open Spring Regatta at the Port of Sacramento for trailerable boats less than 19 feet. Lake Washington SC, (916) 374-4404.

June 12-13 — J/105 PCCs, four races on the Olympic Circle. SFYC, 789-5647.

June 18-20 — Woodies Invitational. StFYC, 563-6363.

June 25-27 — North Sails Race Week in Long Beach. Info, *www.premiere-racing.com.*

June 26 — SSS Singlehanded TransPac. See *Racing Sheet* for the list of entries. Info, *www.sfbaysss.org.*

June 28-July 2 — 13th biennial West Marine Pacific Cup, the "fun race to Hawaii." Info, *www.pacificcup.org.*

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 5/3, 5/17, 5/31, 6/14. John Super, 661-3498.

BENICIA YC — Thursday Race Series. Every Thursday night through 9/30. Chris Corcoran, (707) 746-6600.

BERKELEY YC — Friday Night Races. Every Friday night through 9/24. Paul Kamen, (510) 540-7968.

CAL SAILING CLUB — Sunday Afternoon Bytes and Lasers, open to all, year round. Joe Matera, *dzntmatera@aol.com.*

CORINTHIAN YC — Friday Night Series. Every Friday night through 9/3. John Warren, 435-4771.

COYOTE POINT YC — Every Wednesday evening through 10/27. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 5/7, 5/21, 6/11, 6/25. David LeGrand, (510) 522-3272.

FOLSOM LAKE YC — Every Wednesday night, 5/5-9/29. John Poimiroo, *john@poimiroo.com.*

GOLDEN GATE YC — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Ruth, 386-2238.

ISLAND YC — Friday Nights on the Estuary: 5/14, 6/4, 6/18, 7/30, 8/13, etc. Joanne, (925) 254-5384.

LAKE WASHINGTON SC — Thurday Evening Race Series, 5/6-8/26. Info, (916) 374-4404.

LAKE YOSEMITE SA — Every Thursday night, 5/6-9/9. Sharon Schmidt, (209) 383-3371.

OAKLAND YC — Sweet 16 Midweek Series. Every Wednesday night, 5/12-6/30 and 7/28-9/15. Ted, (510) 769-1414.

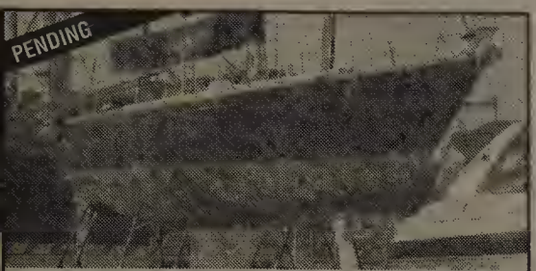
RICHMOND YC — Wednesday Night Series: 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, etc. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights. Every Wednesday, 5/5-6/30 and 8/4-8/25. StFYC, (415) 563-6363.

SAN FRANCISCO YC — Wednesday Night Dinghy Series,

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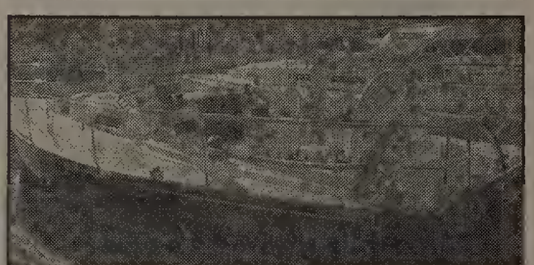
BENETEAU 361, 2001. *Steal Away* is a one-owner, professionally-maintained Beneteau 361 w/jib & in-mast furling. Excellent condition, motivated owners. ***$119,500.***



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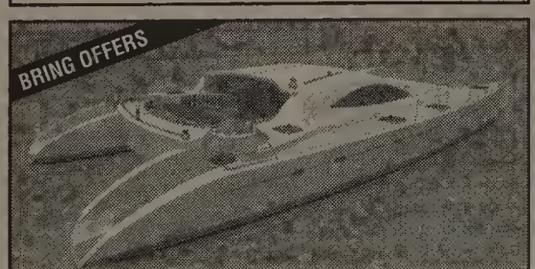
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Swan 47	1977	$135,000
Custom Bob Smith 43	1985	SOLD
Grand Soleil 43	2001	$325,000
Ohlson 41	1967	$53,000
Farr 40 Carroll Marine	1998	$150,000
Farr 40 Carroll Marine	1997	$159,000
Choate 40 Dencho Marine	1981	$39,900
Wylie Custom 40	1978	$30,000
Hinckley 38	1969	$89,000
Beneteau 361	2001	$119,500
Morgan 36	1984	$49,500
Sydney 3600 Sport	2002	SOLD
J/105, 35-ft	1997	$99,000
J/105	1992	$79,000
Endeavour 32	1978	$22,000
Sydney Yachts 32	2002	PENDING
Westsail 32 Sloop	1971	PENDING
Carter 30	1976	$19,950
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Islander Bahama 30	1984	SOLD
Santana 30/30	1983	$14,000
POWER		
Cooper Yacht 10M	1988	$92,000
Carver 37	1995	$149,000
California 34	1983	$55,000
Silverton 34 Flybdg Sdn	1978	$32,000
Silverton Sedan 32	1997	$70,000
Chris Craft Crowne	1994	$48,000
Bavaria 290 Sport	2003	$129,000
Uniflite Sport Sedan 28	1973	$21,500

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late June thru early September. Info, 435-9525.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during DST. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series. Spring: 5/11, 5/25, 6/8, 6/22. Don Wieneke, 332-0186.

SEQUOIA YC — Every Wednesday night through 10/13. John Mattis, (650) 361-9471.

SIERRA POINT YC — Every Tuesday night, 5/4-8/31. Tom McKinney, (650) 952-0651.

SOUTH BEACH YC — Friday Nights. 'A' series: 5/7, 5/21, 6/4, 6/18, 6/25. Randy Wells, (650) 991-2995.

STOCKTON SAILING CLUB — Every Wednesday night, 6/2-8/25. Kelly Humphreys, (209) 957-4828.

TAHOE YC — Monday Night Lasers. Spring Series, 5/31-7/12. Eric Conner, *eric@connerproperties.com.*

TAHOE YC — Wednesday Night Beer Cans. Spring Series, 6/2-7/14. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday nights: 5/14, 5/28, 6/11, 6/18, 6/25, 7/9, 7/23, 8/6, 8/20, etc. Lesa, 332-4014.

TREASURE ISLAND SC — Vanguard 15 Series. Every Thursday night through 9/2. Rebecca, *rab26@humboldt.edu.*

VALLEJO YC — Every Wednesday night through 9/29. Jim Mueller (707) 643-1254.

Please send your calendar items ***by the 10th of the month*** *to* Latitude 38 *(Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at* editorial@latitude38.com. *But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.*

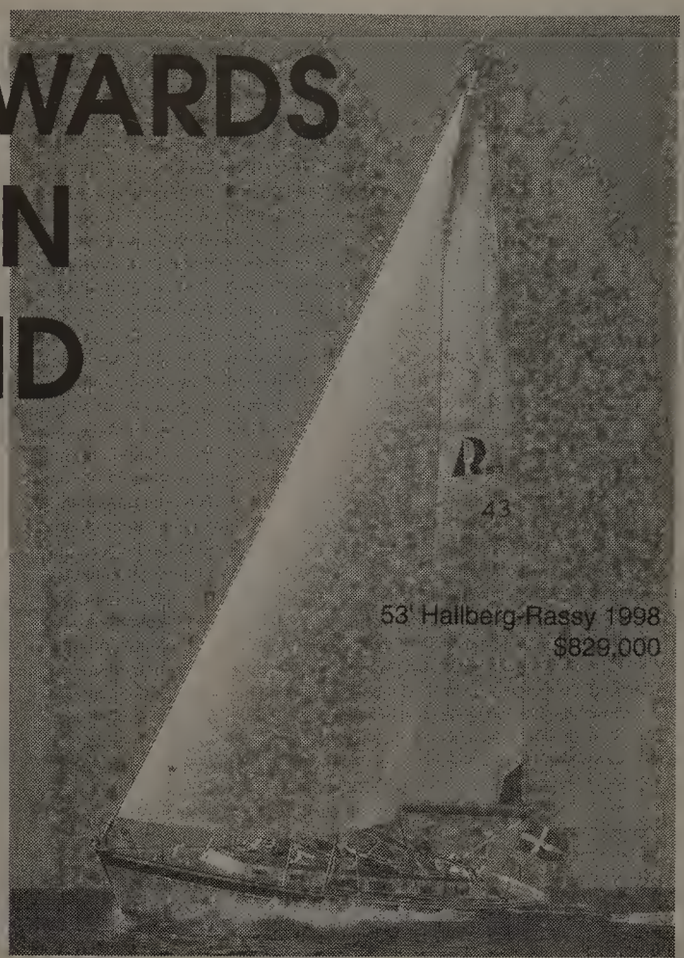
May Weekend Currents

date/day	slack	max	slack	max
5/01 Sat		0217/3.3E	0556	0845/2.9F
	1140	1430/3.6E	1803	2101/3.5F
5/02 Sun	0004	0257/4.1E	0637	0930/3.5F
	1235	1516/3.6E	1841	2136/3.6F
5/08 Sat		0109/2.5F	0345	0727/5.3E
	1126	1435/3.8F	1817	2015/1.8E
	2313			
5/09 Sun		0207/2.1F	0442	0824/4.7E
	1232	1544/3.5F	1922	2121/1.5E
5/15 Sat		0242/3.7E	0611	0913/3.2F
	1200	1454/2.9E	1809	2111/3.2F
	2359			
5/16 Sun		0314/4.1E	0653	0957/3.5F
	1253	1535/2.7E	1849	2144/3.1F
5/22 Sat		0029/1.9F	0302	0643/4.3E
	1042	1345/3.0F	1725	1921/1.5E
	2208			
5/23 Sun		0110/1.7F	0338	0727/4.1E
	1127	1431/2.8F	1816	2009/1.4E
	2256			
5/29 Sat		0049/3.0E	0443	0724/2.2F
	1018	1301/2.9E	1630	1934/3.0F
	2239			
5/30 Sun		0138/3.8E	0530	0820/2.9F
	1125	1357/2.6E	1717	2017/3.1F
	2315			
5/31 Mon		0224/4.6E	0615	0912/3.6F
	1227	1451/2.8E	1803	2100/3.2F
	2351			

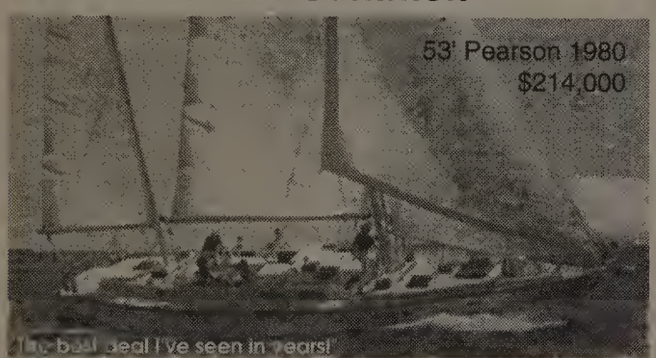
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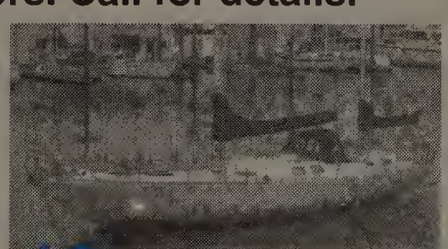


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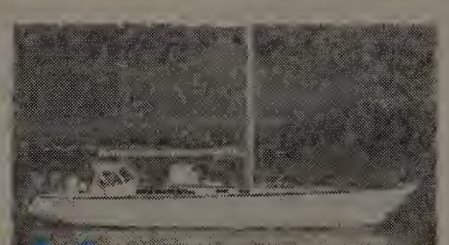
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49 49' Bowman 1984
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46 46' Warwick 1980
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44 44' Nautor's Swan 1973
$165,000



42 42' Baltic DP 1983
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41 41' Custom PH 1990
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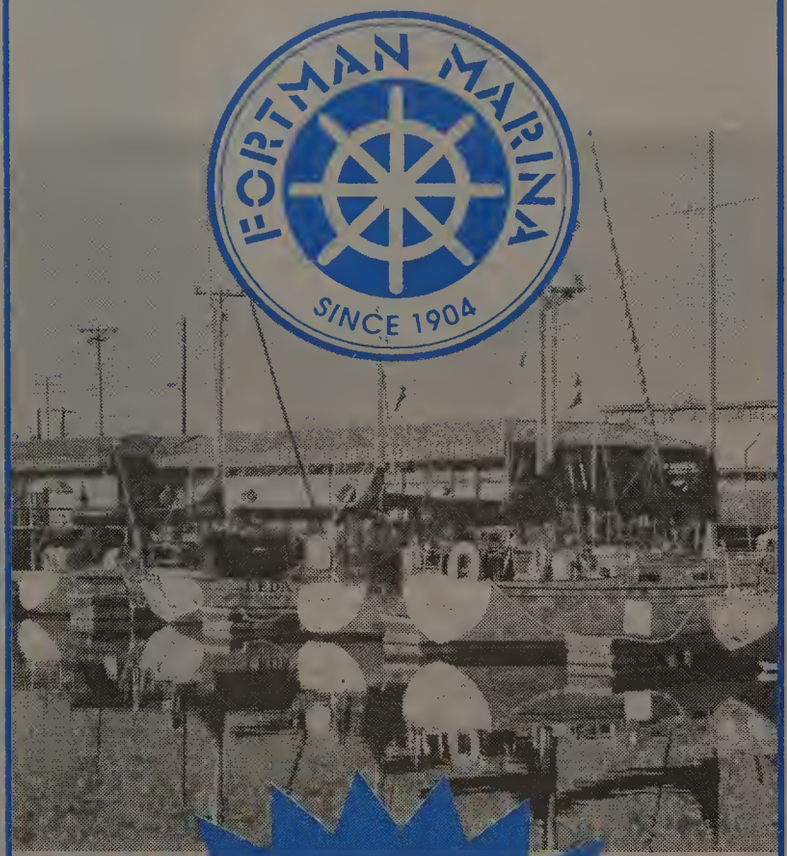
34 34' Hallberg-Rassy 2003
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LETTERS

⇑⇓DID THEY HAVE TO SINK THE BOAT?

I enjoyed the March 3rd *'Lectronic Latitude* article about the Coast Guard finding and rescuing Luke the Dalmatian. As you'll remember, they found the dog aboard the 60-ft fishing trawler *Candy 1*, which they were busting 120 miles southwest of the Honduran-Guatemalan border for having $40 million in cocaine aboard.

But I was really shocked to read this quote: "Once we realized we had to dispose of the boat, we also realized we had to deal with the dog," said Ensign Gerrod Glauner. "We couldn't very well sink the boat with a dog aboard."

I hope we're not hearing the whole story here in regards to why they had to sink the vessel. Does the Coast Guard regularly scuttle vessels caught with contraband? This seems a little harsh — considering that they could auction off the boat, hand it over to the appropriate foreign authorities, or maybe even wait until the owner/captain/crew are proven guilty before handing out the sentence of sinking. In addition, a 60-ft vessel on the bottom introduces a lot of diesel fuel and other yucky substances into the marine environment. Do they sink cruising boats caught with contraband, or just Central American fishing vessels? Finally, how does the U.S. Coast Guard have jurisdiction over foreign vessels spotted 120 miles SSW of the Guatemala/Honduras border?

I'd appreciate it if you could get the Coast Guard to comment on this.

Jason Miller
Berkeley

Jason — We spoke with the Coast Guard and here's how it works. Based on the Maritime Drug Law, Act 41, United States Code, app 1901, the Coast Guard routinely boards foreign and stateless vessels during drug patrols. Before boarding, they obtain consent from either the captain of the vessel or the country which flagged the vessel. The U.S. has bilateral agreements with all Central and South American countries, as well as most other countries around the world, to do this.

If a foreign flagged vessel is caught with contraband, the U.S. works with the flagging state to decide which country should take further action. In some cases the vessels and smugglers might be turned over to the country that flagged them, and the boat taken back to that country.

However, if the Coast Guard seizes a smuggling vessel far from shore, and if the flagging country doesn't want to take control, they indeed routinely scuttle such vessels. The authority to scuttle a vessel not yet prosecuted can be found at 14 USC, 88, (a) (4). The Coast Guard advises that such vessels are not sunk as punishment, but because they are too far to tow to shore and, if left drifting, would pose a hazard to navigation.

Prior to scuttling, everything of evidentiary value is removed. While this is going on, the Coast Guard remains in constant contact with the U.S. Attorney, who remains in contact with the government that flagged the vessel.

Fuel and other contaminants are not removed from vessels that are to be scuttled because it would be "inherently dangerous" and because Coast Guard vessels aren't equipped to do so. As such, vessels are scuttled "intact, in deep water, and at a great distance from shore." If the Coast Guard caught a cruising boat smuggling drugs far from shore, they would scuttle her just as readily as they would sink a Central American fishing boat.

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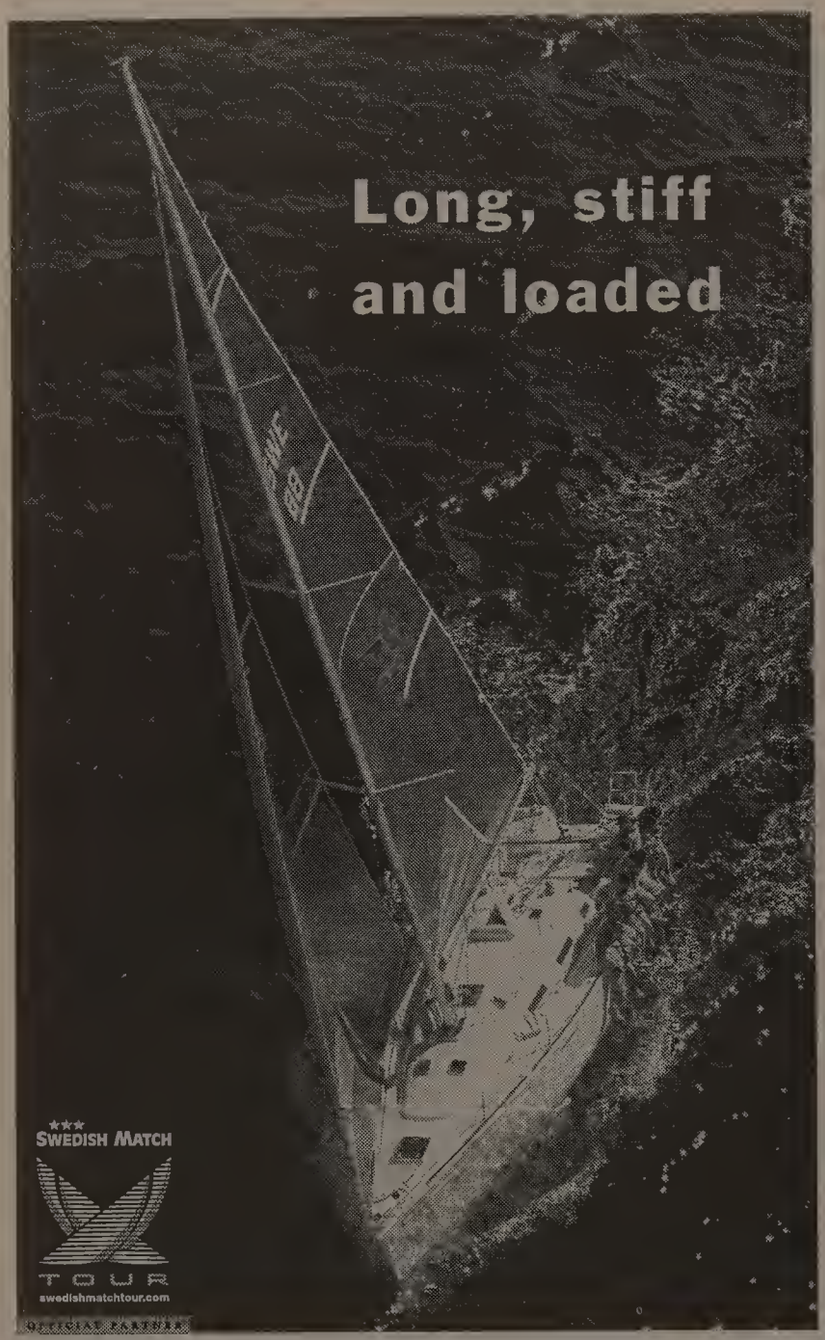
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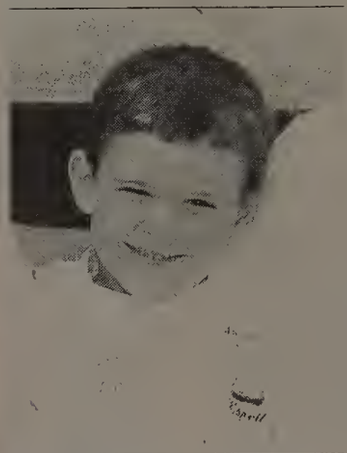
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LETTERS

across to French Polynesia, we were amazed to read that there are psychologists out there who believe that the cruising life is inappropriate for children. Our experience has been the complete opposite.



LATITUDE / ANDY

Cruising seems to be bringing out the best in 6-year-old Jamie.

Jamie, our six-year-old son, has adapted beautifully to our cruising life. In the four months that we've been out, he's become much more outgoing and confident. When we returned home for Christmas holiday, our closest friends commented on how much he'd matured while we did the Ha-ha and other cruising. His public school teacher welcomed him back into the classroom for the few weeks we were home, where we discovered he was right on track, if not ahead of, his classmates. As a matter of fact, the school administrators commended us on choosing to follow our dream — they said the education Jamie will receive could not possibly be replicated in the classroom.

While back on land, we also discovered how quickly Jamie started picking up the 'bad habits' that had so quickly disappeared while cruising. There are many children cruising, and we've found them all to be bright, polite, fun kids. Jamie has not lacked opportunities for socializing. While the friends come and go — and often come again — Jamie has had no problem adjusting.

As for our family life, it's much healthier while we are cruising. No, it's not all play, as there's a lot of work to homeschooling, keeping the boat maintained, and planning everything. As Jamie says, "We work a lot" — but not to the extent we do when on land at home. When out cruising, the focus is on us without so many distractions. We cannot think of a healthier lifestyle for raising a child.

Katie McWilliam
Esprit, Kelly Peterson 46
Nuevo Vallarta, Paradise Village

⇑⇓POSSIBLY BETTER TAX HELP THAN H&R BLOCK

Regarding the Southern California couple in New Zealand who have been gone from Los Angeles County for years, but keep getting billed for boat personal property taxes by the Los Angeles County Tax Assessor's Office, I just sent a copy of their letter to County Supervisor Mike Antonovich's home address with a request that he "take positive steps to rectify this couple's dilemma." By sending it to his home, I know it will get past the usual 'palace guard' and he will see it. Hopefully he'll do something about it.

Trent Sanders
Cimba
Marina Del Rey

Trent — That's very kind of you. Based on our limited knowledge, Los Angeles County is the most tenacious in the state at forcing people who no longer have personal property in their jurisdiction to continue paying personal property taxes. It's outrageous.

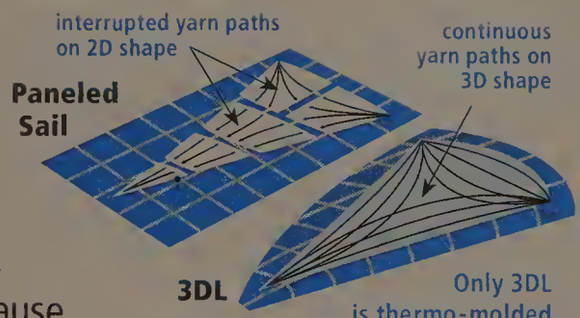
⇑⇓FEBRUARY SAILING IN HAWAII

I read with interest your answer to a letter regarding the



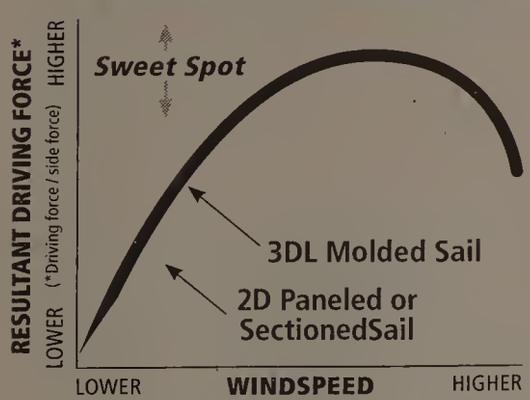
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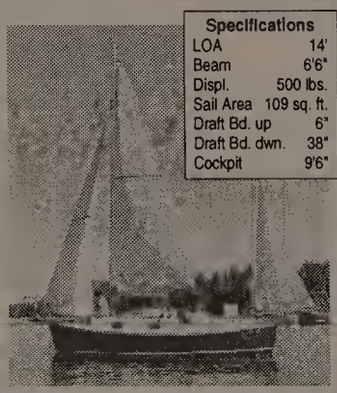
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LETTERS

chances of having a successful multiple-day sail in Hawaii in the month of February, and I disagree with your assessment. I first sailed to Hawaii in 1971, and have since sailed thousands of miles there over the last 30 some years. I know those islands, tides, and wind patterns like the back of my hand. I was surprised to hear you mention the 'Pineapple Express' as some impending doom to sailors. Honestly, I've never heard of it before, and neither has anyone I know. February is a great time of year for sailing in Hawaii, as there are Humpback whales everywhere and the weather is pretty mild.

Hawaii is in the middle of the Pacific, so it obviously gets weather, but the weather only hits one side of the island at a time. Hawaii has excellent satellite coverage for weather fore-



LATITUDE ARCHIVES

A difference in opinion: Some sailors are telling us that February is a great time to sail in Hawaii. Pictured is the Honolulu Harbor entrance.

casts, and weather buoys pick up swell forecasts long before they impact the islands. Anyone can pull up this information from the net. There are no surprises, so you can plan well ahead for destinations that will be well-suited for the conditions.

I have enjoyed reading your magazine for many years, and this is the first letter I have written. I wish to share my experiences with others who may be contemplating a sailing trip in Hawaii with either friends or a charter. Too often you praise the Caribbean as a location for sailing. I've been there, fought for moorage space, drank rum . . . but what else do you do there? Anywhere you go there are already people there. Hawaii is just one flight away, there are no international travel hassles, it's more exotic than most places on earth, it's inexpensive, and my cell phone works everywhere!

Michael Murray
Beverly Hills

Michael — Thanks very much for your letter. As you may remember from our remarks, we said that we weren't experts on the sailing conditions in Hawaii in the winter and spring, so we relied entirely on the opinions of others, such as the boating columnist from the main Honolulu Advertiser, and another very experienced sailor who lives on Molokai.

Subsequent to the publication of those remarks, we've had a number of sailors — such as yourself — disagree with those opinions. As such, right now we don't know what to think. Are there any other sailors in Hawaii who would like to express their opinions on winter/spring sailing conditions in the Islands?

⇑⇓HAWAII'S HARBORS ARE WORSE THAN DESCRIBED

When I sailed from San Francisco to Hawaii in 2001, I was skeptical of *Latitude*'s condemnation of Hawaii's harbors. Since then I've visited nine of that state's harbors on five islands, and found the harbors to be even worse than the descriptions in the pages of *Latitude*.

As your readers know, 113 slips at Ala Wai have been con-

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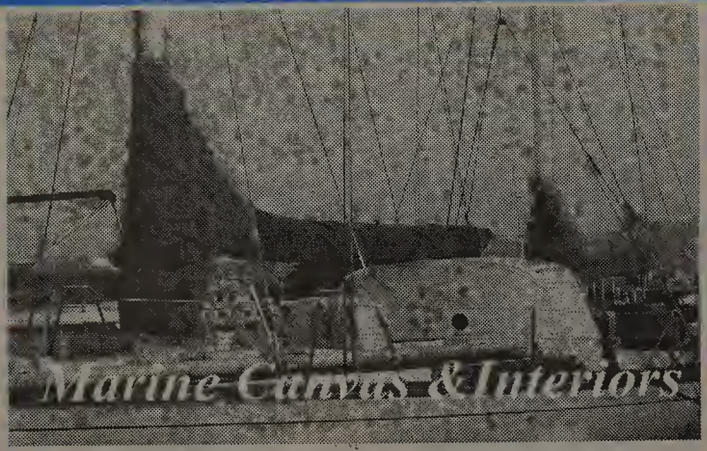
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LETTERS

demned or removed, and the harbor is closed to transients. Also the B, C and D docks are losing slips as the fingers break off. These floating docks are long past their useful life. At Keehi Lagoon, the state has abandoned all of the 100, 600, and most of the 200 dock. Waiting lists at most harbors are interminable. Bathrooms are open to the public, which includes the homeless, bums and druggies who often live in the parking lots.

I've attended Ala Wai Community meetings, DOBOR (Division of Boating and Ocean Recreation) hearings on fee increases, Keehi community meetings, and Senate and House committee hearings. Those 'nested' at the Ala Wai living in cheap waterfront floating condos are very loud when one mentions either fee increases or privatization. DOBOR does not have a five-year plan to correct the problems. They don't even have a plan to replace the lost slips at Ala Wai. There have been three division heads in the past two years.



LATITUDE / RICHARD

The Ala Wai — it's hard to imagine another place in the world that would allow such valuable property — and slips — to deteriorate so badly.

After grumbling with a few other boaters, I've created *www.HawaiiBoaters.org* to be a focal point for information about the harbors. On the site, I've collected State Auditor reports, DOBOR reports to the legislature, Boating Special Fund financials, and Freedom of Information Act procedures. I've linked in media accounts from both major Hawaiian newspapers, Environment Hawaii, Ray Pendleton's Water Ways columns, letters in *Latitude 38*, and Ala Wai photos on *'Lectronic Latitude*. For each harbor I'm displaying photos of the problems, DOBOR and DLNR contacts, state senators and representative contacts, and so forth. With the website and a Yahoo Group (HawaiiBoaters), I intend to build a grassroots (barnacles up) effort to fix the harbors through a two-pronged approach.

First, DOBOR must generate more revenue *and* spend the revenue wisely. Second, most of the harbors should be privatized. I cannot think of a single "unique resource" that the state brings to harbor management. No general funds are allocated to the harbors.

If you are cruising to Hawaii or choose to skip Hawaii, we need your support. We intend to make a lot of noise. According to the 2002 NMMA (National Marine Manufacturers Association) report, there are fewer registered boats in Hawaii than in any other state. Landlocked, non-tropical Wyoming, with less than half the population, has nearly twice as many boats.

If people want more information or to help, I can be reached at (808) 778-5423 or at *WebSailor@HawaiiBoaters.org*.

P.S. Mahalo to the webmistress at *Latitude*, who linked into *HawaiiBoaters.org* as soon as I asked her, so I'm getting hits from *latitude38.com*.

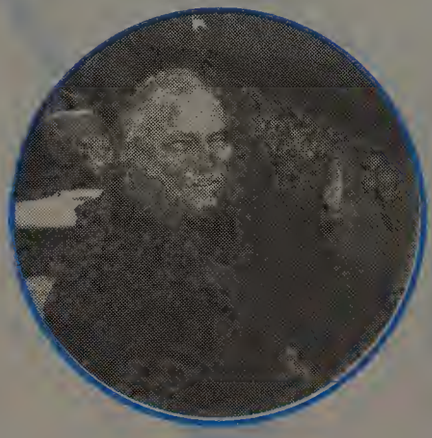
Dennis K. Biby
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Dennis — Thanks for confirming what we've been reporting

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LETTERS

for many years. There are government agencies that do an excellent job of running marinas, but the State of Hawaii certainly hasn't been one of them. Given the state's long and illustrious history of incompetence in running their marinas, we agree that the Ala Wai and at least several of the other state marinas ought to be privatized. In the case of the Ala Wai, it need not be a case of 'us versus them' among stakeholders. There is no reason why that marina land can't continue to serve mariners — as well as surfers, swimmers, fishermen, joggers and sunset watchers. In fact, the last 25 years of government operation has been a disservice to all of these stakeholders. Good luck in effecting change.

⇑⇓WE RESOLVED THE CONFLICT AND ARE TAKING OFF

Greetings from some of your web-footed readers here in Puget Sound who are trying to deal with a conflict. Over the years, you've said that the minimum size cat you'd cruise on the ocean is 40 feet. Our boat, which we've enjoying sailing for 10 years, is a Gemini 3000 cat, and therefore somewhat less than 40 feet.

Another theme in *Latitude* — and other sailing magazines — is that it's often wiser to go cruising now rather than later. As a paramedic for the last 17 years, I've seen a lot of folks die before their time, so I understand that.

We did the 2000 Ha-Ha with our friends on their Fiji 39 cat *Cie Si Bon*, and would love to do it again. With our daughter away in college, we can go now, but we can't afford to buy a bigger boat. So you can see our conflict.

We've dreamed of going cruising for years, so we've decided to opt for the 'go now with what you've got' mantra rather than worrying about boat size. As of July 1, we will be unemployed boat bums, and shortly after that we plan to sail south for San Francisco Bay, then Southern California to be a part of the Ha-Ha in late October.

We have a limited amount of funds, so we will be testing ourselves to see just how cheaply we can live. We're hoping that without cars, cell phones, house payments and all the other monthly bills, we can get by on just a few bucks. It will be hard to give up our daily trip to Starbucks, but the idea of blue skies and warm water sounds like enough compensation.

We'll let you know how the trip down the coast in our little cat goes and we'll see you in San Diego!

Rob & Linda Jones
Cat'nAbout, Gemini 3000
Puget Sound

Rob and Linda — When we offer advice on the appropriateness of taking certain sized boats offshore, and when in their lives people should go cruising, it's of the most general nature. In the case of Gemini cats, if we're not mistaken the manufacturer and his son sailed one across the Atlantic. So perhaps this under-40 cat was designed and built for offshore use. We'd check with the designer and builder.

In '98, Michael Beattie and Layne Goldman of Santa Cruz did the Ha-Ha with Miki G., a Gemini 105 cat. They continued down to Panama and then up the Western Caribbean to Florida. At one point they spoke of moving up to a larger cat, but are currently living aboard the 105 in Key West. We had a number of Changes from another couple that cruised a similarly small cat from San Diego to Cartagena to Florida. And the Winship family of Alameda, of course, has been out cruising their Crowther 33 cat Chewbacca *for nearly five years in Mexico and Central America.*

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LETTERS

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⇑⇓I HAD HIP REPLACEMENT SURGERY IN LA PAZ

After four years of working on our boat and getting all our affairs in order, we left San Francisco in September 2002 aboard our CT-41 *Liberty* and slowly sailed down to La Paz, Mexico. That July we had a slip at Marina de La Paz, and we were getting ready to get on with our cruising plans following the installation of beautiful new teak decks, when I fell and broke my left hip and left arm.

I received excellent medical care at the Fidepaz CEM Hospital in La Paz, where I underwent hip replacement surgery.

Physically unable to return to the boat when I left the hospital, we were warmly hosted by local friends — whom we had just met during a flight from the States! They are true angels. Three months later, after lots of physical therapy, I had improved sufficiently so that we were preparing to return to *Liberty*. Unfortunately, while drying my foot after a shower, I dislocated the hip. The pain was excruciating — it made childbirth seem like a mild headache — and I was unable to move.

I went back to Fidepaz CEM Hospital via ambulance, was anesthetized, and had my hip reset by the same orthopedic surgeon who operated on it. I was then back to square one in terms of recovery.

We decided to leave *Liberty* on the hard in La Paz and return to the Bay Area to heal emotionally and physically — hopefully, to continue cruising by the end of 2004. Now we are both wondering if dislocating the hip was a red flag. If this happened while underway at sea, I simply would not have survived. Are there any other cruisers with artificial hips out there? What are their experiences? How do they manage to get in and out of a dinghy? How do they sit in a dinghy where the knees are higher than the hip? What provisions have they made in case of a dislocation?

We are devastated by this setback and would appreciate any advice we might get from other sailors. We can be reached at: *pfalknor@aol.com*.

Peggy Falknor & Enrique Suarez del Solar
Liberty, CT-41
Oakland

Peggy and Enrique — We know one world -famous sailor who continued to sail after he'd had both his hips and both his shoulders replaced — but we're not sure how much he could sail with those limitations. But even after you hear back from others with the same conditions, we'd recommend getting second and third opinions from physicians, as your situation may be quite different from that of the others. We'll keep our fingers crossed for you.

⇑⇓NOT HEADED FOR THE HORN AFTER ALL

In the April 5 *'Lectronic Latitude*, you ran a photo of a Hallberg-Rassy with a a dinghy hoisted high on their arch. And you wrote, "We don't know about you, but the subject of today's Photo of the Day gave us a laugh. Why in the world would the owners of this Hallberg-Rassy have a set of davits which leaves their dinghy so high in the air? All we can figure is that they are headed for Cape Horn and don't want it to get swamped."

The high davits are actually a solution to the difficult problem of how to carry a dinghy on davits when cruising in an area that requires Med-mooring. With traditional davits, you have to launch your dinghy before pulling into the marina,

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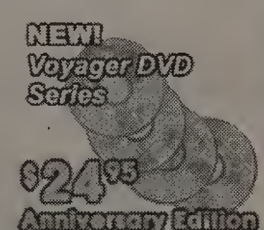
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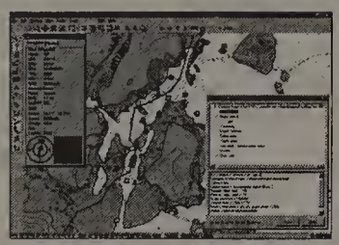
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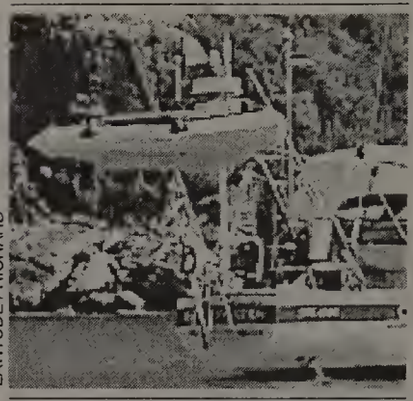
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LETTERS

and then somehow tie it off your bow while you are dropping your anchor and backing up to the quay. The other option is moor bow-to, which makes for some really interesting gymnastics when getting up and over the bow pulpit and then down to the quay.



LATITUDE / RICHARD

We suppose there's a good explanation for this high dinghy booty, but it still looks funny.

The high davits are just another one of those very useful — but not so pretty — solutions to a cruising problem. Oh yeah, it also increases the inertial stability of the boat.

Mike Moore
Ayu, Hallberg-Rassy 46
Northern California

Mike — Thanks for the explanation. By the way, having a heavy dinghy up so high is not going to increase stability, but rather decrease it. For maximum stability, as much weight as possible needs to be as low and as near the center of the boat as possible. Ask any racer.

⇑⇓I'M DISAPPOINTED THAT IT DIDN'T TURN UP

I was looking forward to a continuation of the story(s) hinted at in January's *Changes in Latitude* section by the Mongrains on their Lagoon 410 *Far Niente*. It sounded as if they have colorful stories to tell about sailing around Panama and its sometimes-dangerous waterways. I'm disappointed the tales didn't turn up in the February issue as promised, but look forward to seeing them in a future issue.

L. C. Sorbet
Long Beach

L.C. — Unless your February issue was missing pages 136-138, you must have skipped right over the Mongrains' report on the Darien region of Panama. Maybe you were distracted by the photos of the topless women.

⇑⇓POISON DARTS AND POTS OF OIL

The concept of 'leaving no wake' means respecting people too, not just oceans. I was appalled to find the article entitled *Darien Detour* in the same issue as Senior Editor Andy Turpin's article on how not to be an 'Ugly American'.

We also sailed to the Darien this season aboard our Formosa 46 *Lookfar* and were entranced and challenged by the intricacies of navigation and the culture of the indigenous groups. We visited two villages, one which had had visitors before, and one which had not had visitors for a long time. To see these people in their villages, to watch them with their crafts, and to understand what their daily life is like is a rare gift. The report of bringing bras to a Wounaan village reminds me of the New York stock brokerage firm that gave hams to their Jewish brokers at every Christmas. To disregard their customs and mock them in the manner reported by *Far Niente* is to provide true motive for poison darts and pots of oil.

When we arrived later this February to that same village, the headman made a real point of making sure we understood it was their choice to wear sarongs and no bras. It was obvious that they had been insulted by the previous visitors. We felt honored and awed to have an opportunity to share their traditional lifestyle and natural approach to life for a brief period. The window on such cultures around the world

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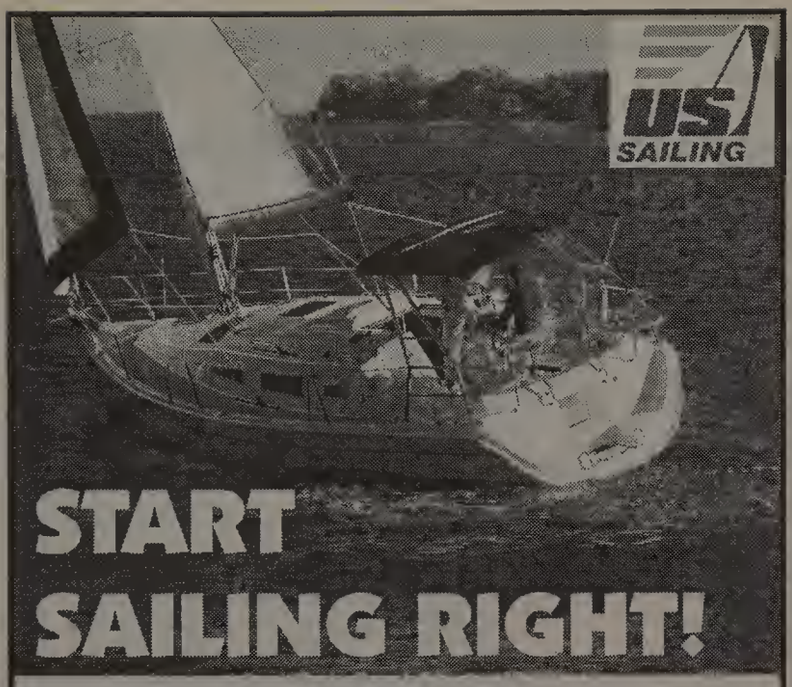
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Pete Van Inwegen, *Owner/Manager*

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LETTERS

will close even more quickly if sailors leave a wake of their own narrow prejudices, beliefs, and questionable lifestyles.

Jill & Rod Hearne
Lookfar, Formosa 46
Seattle / Cartagena, Colombia

Jill and Rod — We think you're being way too harsh on Eric, Tina and grandson Seth, whom we know to be very nice and kind people. You seem to suggest that the Far Niente *crew forced bras on the Wounaan women, but that clearly wasn't the case. While in Panama City before heading to the Darien, they were advised to buy bras and children's clothes as trading items. When they got there, not only did a Wounaan woman actively bargain for a bra, she was encouraged to trade for it by the other women — and they all had a good laugh about it. Further, this was apparently done in the presence of William, "the chief negotiator and head of tourism." You make it sound as though it was European explorers bringing contagious diseases and European religions to the New World. It wasn't, and it certainly wasn't going to incite the locals to start shooting visitors with poison darts and cooking them in hot oil.*


FAR NIENTE

What would be appropriate items to trade with these indigenous women?

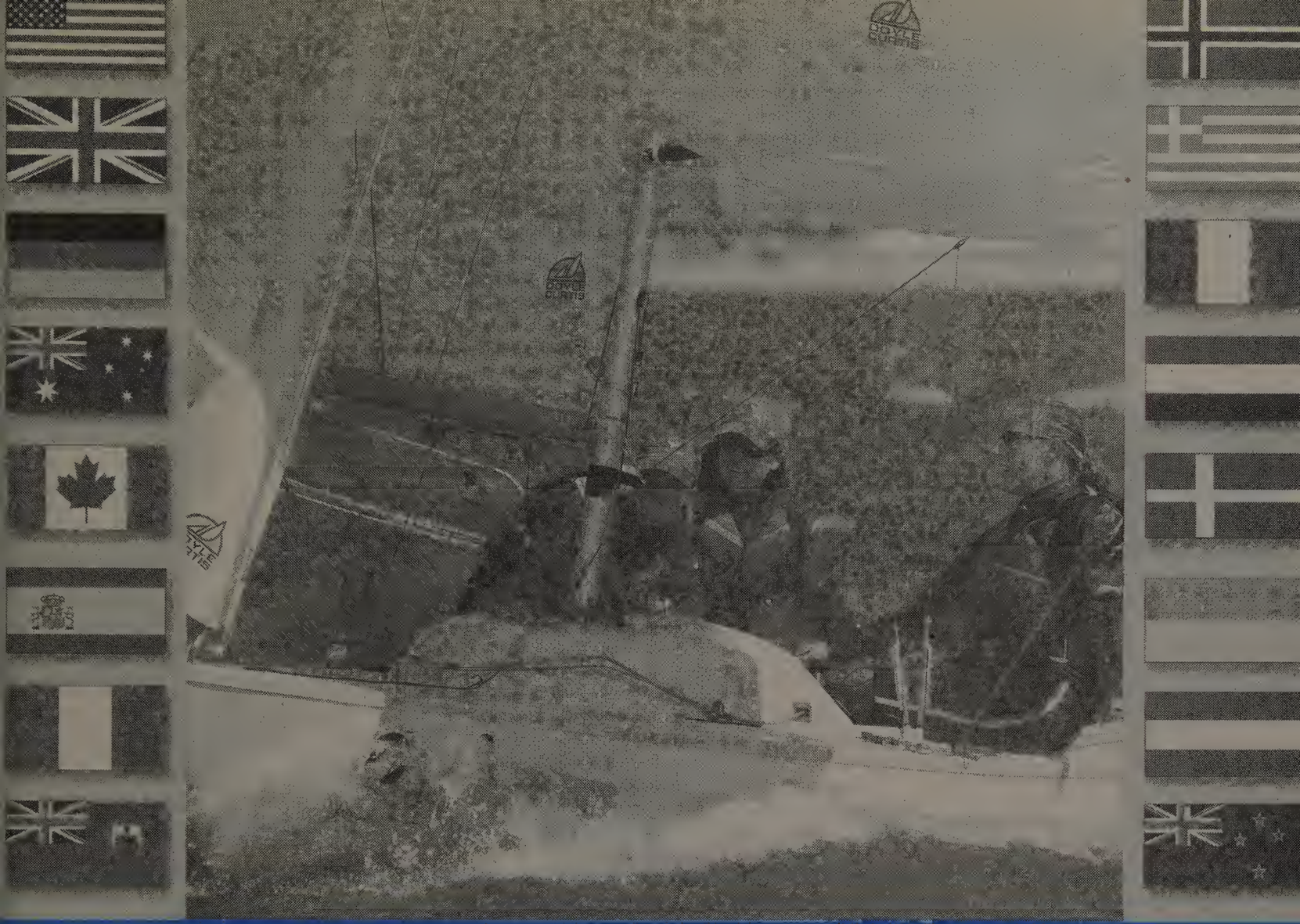
In what way did the crew of Far Niente *"mock" these women? Both the text and the photos make it clear that everyone was laughing with, not at, one another.*

If all modern things are to be banned from the inland areas of the Darien — and we've got no problem with that — the Panamanian authorities should inform visitors at the passport checkpoint at La Palma, and the river guides and village leaders can further supervise compliance.

⇑⇓COURTESY AND RESPECT

Thanks for the great *How Not to be An Ugly American* article in a recent *World of Chartering* section. I have traveled the world extensively in the last 35 years, and own vacation rental property in Mexico. Some of my greatest experiences have been while by myself in the older parts of towns and cities in France, Spain, Italy, Japan, South Africa, and Mexico. Contrary to popular opinion, the French have always treated me with courtesy and respect.

In 1968, I was a young officer in the U.S. Navy serving aboard a ship stationed in the Med. This was during the middle of the Vietnam War, and then, as now, Americans were not very popular. I had liberty one weekend in southern France. After a day of skiing in the Southern Alps by myself, I was in Nice walking around the old part of town looking for a good local restaurant. I walked into one of the small shops where the local men were buying wine for dinner and socializing while waiting to be served. They brought their own empty bottles, which were filled from the barrels behind the counter. In broken French, I asked for a glass of *vin ordinaire*. The owner of the shop asked me, in English, if I was a U.S. Naval officer. Although I was in civilian clothes, my accent, shoes



"We want to be the best." *Hannah Swett, Melissa Purdy, Joan Touchette*
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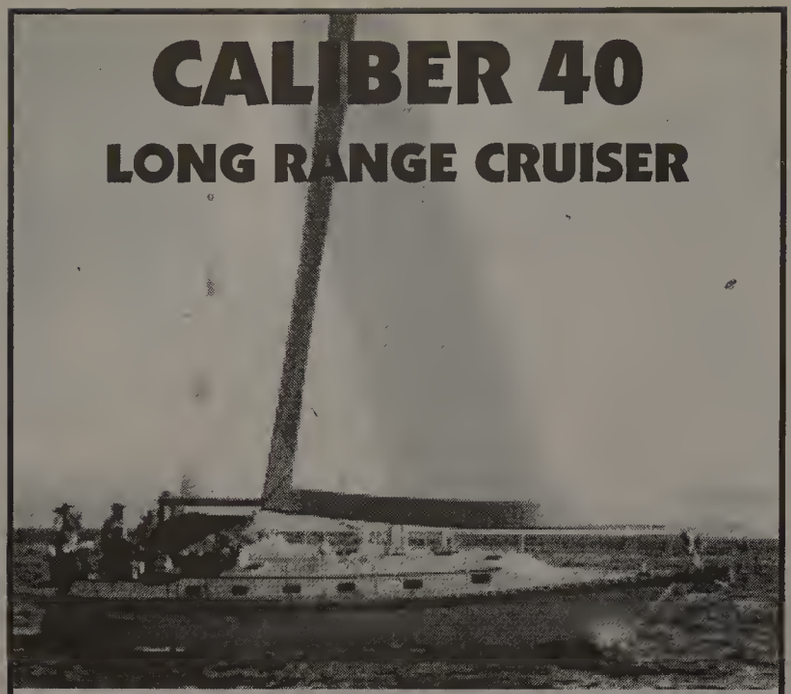
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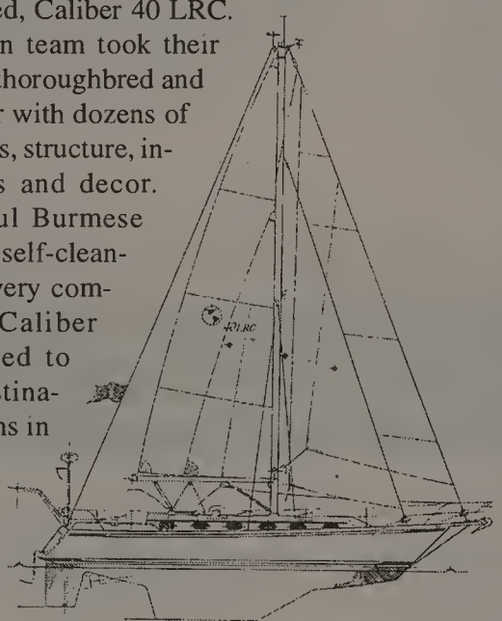
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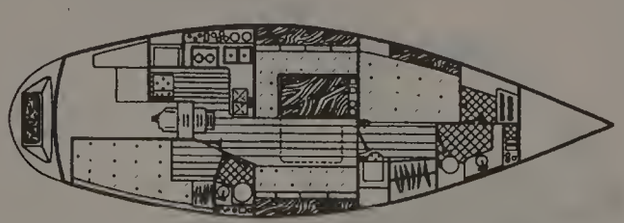
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LETTERS

and haircut labeled me as such. When I responded "*oui*" he shouted: "Champagne, champagne, an American naval officer." All the men introduced themselves and bought me wine. It had been many years since DeGaulle had kicked the 6th Fleet out of France, and the locals were happy to see me! I left my new friends and returned to my ship early the next morning.

In 1995, I returned to Nice for the Rotary International Convention. I walked through the old part of town looking for the small wine shop and restaurant where I had dinner 33 years before. I was in line outside a restaurant very popular with the locals, standing next to a leggy young lady 30 years my junior. The maitre'd looked at us and asked the lady, "*Deux?*" She looked me up and down and said, "*Oui.*" We shared a table with a French couple, and after introductions in French, I learned that she was from Hawaii, vagabonding around Europe. I think we were the only Americans in the restaurant, and we were treated as guests.

My two sons and I toured France by car after the Rotary Convention. My wife and I were also in France in 1990. I do not speak French, but I have learned that they really appreciate me trying to express myself in their language — just like Americans like tourists from other countries to try speaking English.

Many Americans I meet overseas are arrogant, overbearing and rude. I am afraid that the 'Ugly Americans' will not change, no matter how persuasively you write about the benefits of respect. I think cultural sensitivity is the result of early family training and education in respect for others. I am frequently in Mexico and sometimes I do my best to embarrass 'Ugly Americans' when I see them misbehaving. I usually get a "what's your problem?" look. But it's the only way I know of getting their attention. Maybe other readers have some good one-liners.

David Hammer
Blue Moon, Catalina 22
Weaverville

David — The other side of the coin is that despite all the 'Ugly American' talk, Americans are usually about the most well-liked tourists. As a group — and particularly in groups — we may be rude, arrogant and uncouth from time to time. But as a group, we also tend to be very nice. Plus we tip a hell of a lot better than anybody else. American tourists are certainly more well-liked than the Germans, who seem to be at the bottom of everyone's list. The French don't rate well at all, because they can be arrogant and rude — and seemingly out of spite rather than ignorance. The Italians and Spanish seem to be pretty well-liked — except for the fact that they don't tip. We think the Brits might be the best liked, except, of course, for the soccer hooligans and bingers on holiday where it's warm.

If we were giving advice to American travellers looking to make a better impression in foreigners, it would be to talk softer, wear less colorful clothes, don't eat or drink except at a table — a dead giveaway that you're a Yank — and to be more patient. Compared to America and Americans, the rest of the world is very slow-paced and laughably inefficient. Get used to it, because they don't care all that much about efficiency. Finally, realize that just about every other culture cares more about friendship and less about money than we Americans do.

⇑⇓MASTHEAD OR FRACTIONAL?

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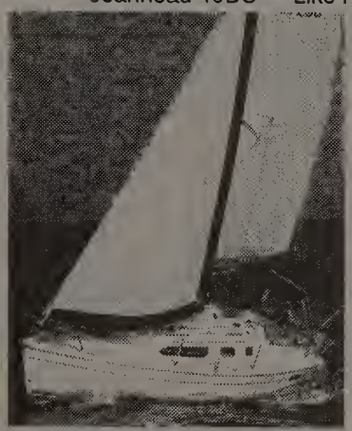
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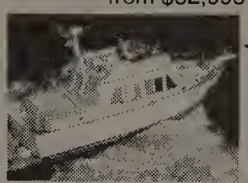
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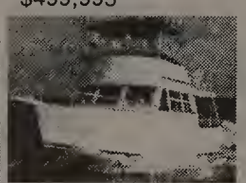
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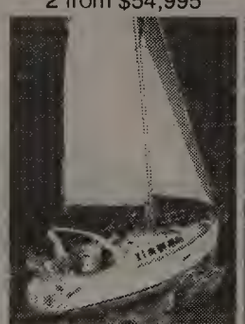
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LETTERS

7/8th fractional rig. Some other Tritons have masthead rigs. I'm pondering adding roller furling and possibly making some other rigging changes, so I'm curious about the advantages and disadvantages of the different rigs. I haven't found any sources that compare the two by listing their relative strengths and weaknesses, so I'm hoping you have all the answers.

Matt Herinckx
Triton 28, *La Forza*
Olympia, Washington

Matt — We have no idea why the Triton was available with the option for a fractional or a masthead rig. Maybe it was a 'look', as back then a lot of boats, even small ones, were offered with a fractional main mast and a mizzen. In retrospect, it seems kind of silly because a mizzen and mizzen staysail on such small boats rarely seem to be worth the expense and effort.

All else being equal, when there is an option for masthead or fractional rigs, you'll tend to find the fractional-rigged versions in areas of stronger winds and the masthead rigs in areas of lighter winds.

Want to own the baddest Triton in the country? Follow the modern trend by leaving your boat with a 7/8th's rig, but set her up for masthead kites. Wicked!

⇑⇓THE L36 IS WORTHY OF RECOGNITION

I second Bob Griffith's notion that the L36 design is worthy of recognition as a *Latitude 38 Boat of the Month*, and that a 50th reunion and race for the design is a great idea.

I sailed on *Sunrise*, L36 #21 starting in 1958, when she was launched, until the early '90s. She was owned by Bee and Peggy Kempff, and sailed out of Coronado YC. In the '60s and '70s, *Sunrise* was a regular fixture in local races, the Ensenada Race, and the YRU Cruise to Catalina. In 1984, Bee died of a heart attack while working the foredeck on a race. After that, Peggy and I continued to race the boat locally.

In the '90s, *Sunrise* was purchased by a young couple from the Bay Area, so she may well be seen sailing the Bay. If any one knows the whereabouts of L36 #21, an L36 for charter, or has crew positions open for the Master Mariners Regatta in May, I'd like to hear from them. Reach me at (619) 435-0734 or *callen@sciti.com*.

Charles Allen
Ex-crew Aboard L36 *Sunrise*
Coronado

Charles — We hope you're happy with this month's Boat Of The Month.

⇑⇓THE DIFFERENCE BETWEEN SEA LIONS AND SEALS

I've been trying to teach locals the difference between seals and sea lions down here in San Diego. We have seals at Children's Beach, the only place in the world where you can get within 100 yards of them. It appears that sea lions are stealing the fish off hooks as fishermen try to reel their catches onto their boats. As such, sea lions are not popular with fishermen.

Adult male sea lions are very large, and have a vertical brow above the eyes, and they also have small, triangular-shaped ears. Seal's ears, on the other hand, are holes next to their eyes. Sea lions swim and clap with their flippers, bark, and happily pile atop each other. They are also bold, can 'walk' and are flexible enough to be circus performers.

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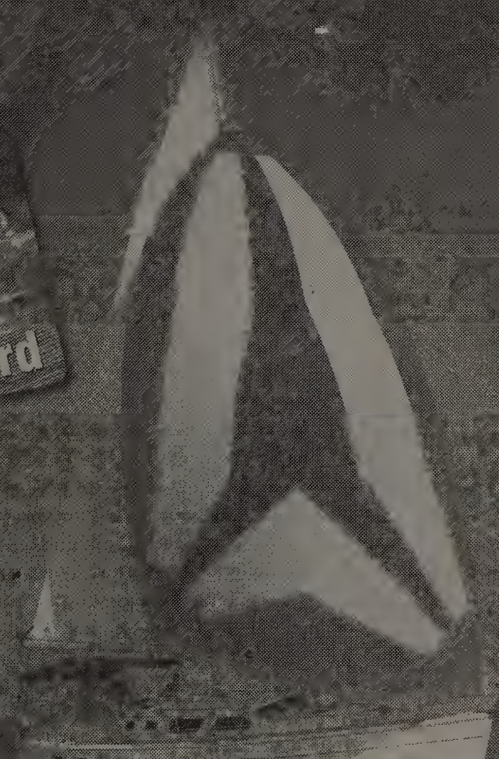
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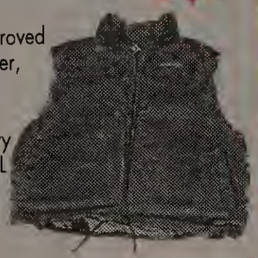
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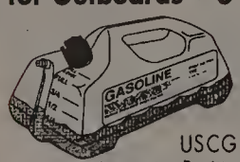
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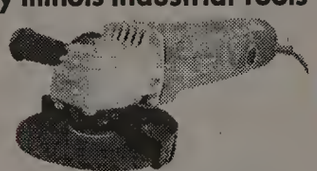
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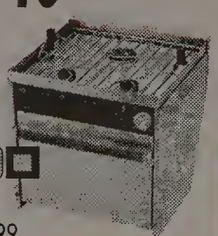
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LETTERS

about in horizontal lunges. They propel themselves using their webbed hind feet, but never touch one another. Seals are very timid. In fact, scaring them caused a newborn pup to get lost and starve in La Jolla last year.

Michael Burkhart
Tjuringa
San Diego

⇑⇓MAKING SURE AN OFFSHORE DELIVERY IS VALID

After reading Anna Froker's request for information on complying with the 'offshore delivery' procedure for newly purchased sailboats, I thought the recent letter I received from the State Board of Equalization might be of interest to her and some of your other readers as well.

"We have received your Use Tax return for the purchase of the above-referenced vessel. You have claimed the tax exemption "Not Purchased for Use in California." If a vessel is purchased outside of California and its first functional use and subsequent 90-day use is outside California, it is regarded as not being purchased for use in California. Shipping time or storage for shipment to California is excluded from the 90 days. If a vessel is purchased outside California, first functionally used outside of California, and enters this state within 90 days, it can still be regarded as not being purchased for use in California if it is used one half or more of the time outside of California during the six-month period immediately following its entry into this state.

To qualify for the requested exemption, provide copies of the following documentation:

Purchase contract and documents authorizing and verifying out-of-state delivery. The documents must clearly show the date and location of delivery, and be dated and signed by the former owner. If delivery was made by a broker, include the seller's authorization for the broker to deliver the vessel out-of-state.

Documentation showing location and use of vessel between date of sale and date of delivery.

Confirmation of the location and use of vessel for the entire period claimed. These documents must be dated and identify the vessel by name or documentation number, and may include mooring receipts, gasoline purchases, repair labor or parts receipts, or any other documentation verifying your claim. In addition, toll road, restaurant, hotel, and grocery receipts can be submitted as supporting — but not primary — documentation.

Copy of U.S. Customs Entry Collection Receipt or Informal Entry (Form 368).

If vessel made entry into a foreign port, provide copy of clearance documents signed or stamped by authorizing agency.

Copy of your California marina or mooring contract upon entry or return to California.

Copies of your insurance documents for the vessel identifying the date insurance coverage began.

Please provide the requested documentation within 30 days or a Notice of Determination (billing) may be used. If your purchase does not qualify for exemption, please remit the tax and delinquency charges due along with a copy of this letter to the above address.

If you have any questions, you may call us at (916) 445-9524. Please reference the above account number so that your call can be directed to a Tax Representative for assistance."

It was signed, "L. Salcedo." As you can see, good documentation and records can save boatowners a substantial

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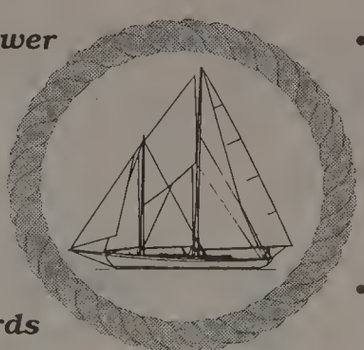
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LETTERS

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⇑⇓MEXICAN WATERS CAN BECOME TREACHEROUS

In conversation with several longer term cruisers down here in Mexico, we've heard a common observation on an issue of significant concern being voiced with increasing frequency: more and more boats are showing up in Mexico with crews that clearly lack the experience to be out here. We have encountered various people who, before leaving Southern California, have never been on the ocean at night, have never set the hook in an exposed anchorage, have never sailed in winds over 20 knots, and whose knowledge of boat and sail handling is limited to a few weeks at one of the sailing schools. While we all had to start some place, we suggest that the big ocean, hundreds of miles from help and support systems, is not the place to learn.

The last thing we would want is to discourage anyone from getting involved in the wonderful life of cruising, and Mexico is certainly one of the best cruising grounds, but potential sailors need to realize that while these waters are generally very benign, they can quickly and unexpectedly become treacherous. The outside of the Baja coast is almost 1,000 miles long, exposed to the full force of the Pacific Ocean, and has only three completely protected harbors along the entire coast.

Most of the publicity generated around such very worthwhile events as the Ha-Ha, the Banderas Bay Regatta and Zihua Sailfest emphasize how easy things go, how benign the conditions are, and how wonderful life in the warm sun on the beautiful blue water can be. While this is very valid, it's imperative that those who are considering coming down to Mexico realize the necessity and the responsibility of gaining the experience necessary to insure their own safety. Sooner or later those beautiful benign conditions are going to turn hard and ugly very quickly, and if it happens to be sooner — before people know how to handle it — the results could easily prove to be tragic.

I'm not sure of its origin, but one of my favorite quotes goes, "The sea, while not inherently dangerous, is terribly unforgiving of error."

Jimmie Zinn
Dry Martini, Morgan 38
Richmond / Three Years In Mexico

Jimmie — Having founded the Ha-Ha and been the volunteer Poobah for all but one of the 10 Ha-Ha events, the Wanderer takes exception to any suggestion that participants in that event aren't made aware of the possible dangers. Every participant must sign a three-page liability waivier which lists as many dangers as the Ha-Ha folks could think of. In addition, there's a 'frequently asked questions' section which raises topics such as bad weather, outside assistance, the safety of the boats and the competence of the skippers, and other things that might affect one's health and well-being. All the responses to these nine questions end with the same line, ". . . the Ha-Ha is a high-risk activity open only to those gladly willing to risk injury and death in the pursuit of adventure."

We don't know how we can make it any clearer that sailing offshore is not like a controlled environment ride in a theme park. Sailing offshore can be dangerous and involves considerable risk.

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LETTERS

cial that novice cruisers get some experience before heading south of the border, we submit the following items for your consideration:

• When we bumped into Lin and Larry Pardey at Sail Expo, we raised the question of whether today's new cruisers know less than those who set sail 25 years ago. They broke out in a howl of laughter, and started telling us stories of the complete know-nothings who took off years ago and had terrible misadventures. And back then even a reasonably smart person could get into real trouble, as there was no GPS, no inexpensive and reliable radars and autopilots, and no — God forbid they needed one — EPIRBs. The bottom line is that today's crop of new cruisers probably aren't any different than all the previous crops — other than that they are accustomed to more creature comforts.

• During an interview with John Anderton of the Alameda-based Cabo Rico 38 Sanderling *— see this month's* Changes *— who has now been singlehanding in the Caribbean for three years, he said flat out, "It wasn't until I got to the Caribbean side of Panama that I realized how appalling my sailing skills were." In other words, his sailing skills really hadn't been put to the test from San Francisco to Panama. Without meaning any disrespect at all, he said that he didn't feel that most of the cruisers in Mexico or their boats were ready for the challenges of the Caribbean. Anderton also wanted new cruisers to know that in his opinion, the only way to actually learn how to cruise is to go out and do it. A big part of that is learning how to get along when you have problems and there is nobody around to help.*

• Then there's the case of our Swiss friends Yoyo and Edithe, who have been living aboard in St. Barth for 14 years. Back in the early '80, when they were complete sailing novices, they bought a Bristol 26 without an engine. A couple of weeks later, these folks — who didn't know a jib from a gybe —took off for Catalina, Mexico, and French Polynesia. Their son Gail was the first white boy born in the Marquesas in modern times. For them, learning as they went was the only natural thing to do.


LATITUDE / RICHARD

Yoyo and Edithe on St. Barth.

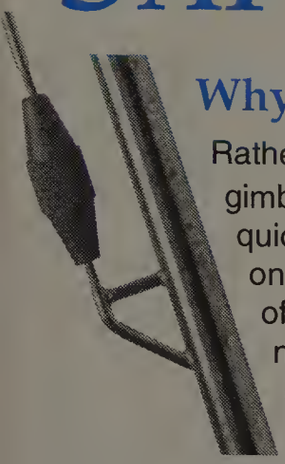
Do we think it's an excellent idea for people to have as much local cruising experience as possible before setting off to Mexico — including overnight passages and anchoring in unfamiliar places? Absolutely, and for two reasons. First, they'll be safer for that experience. Second, experienced sailors tend to be more relaxed and enjoy the fun more. Having been through double-reefing in the middle of the night, suddenly finding lots of water in the bilge and losing all the boat's power, they're more comfortable dealing with such situations.

⇑⇓WHAT ABOUT THE CONTRIBUTIONS OF MATT BROWN?

I enjoyed the well-written January and February articles about the new maxZ86 *Pyewacket*, and the spectacular new breed of maxi sloops with 'canting ballast twin foil' (CBTF) systems. You included everything anyone would ever want to know about these boats and who'd done 'em — except for one major omission, Matt Brown.

Matt was formerly with Dynayacht and now has his own consulting company. Working with the other inventive ge-

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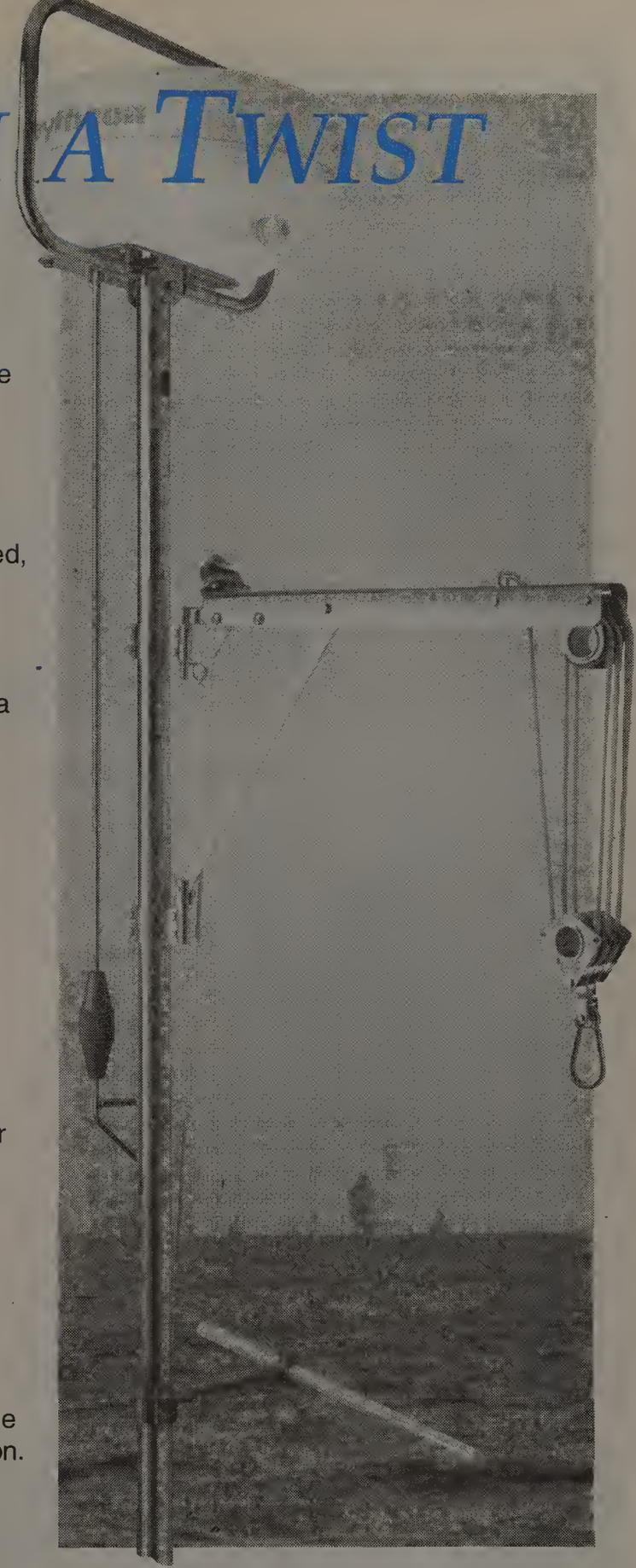
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Tower shown with optional antenna hoop (radome not included)

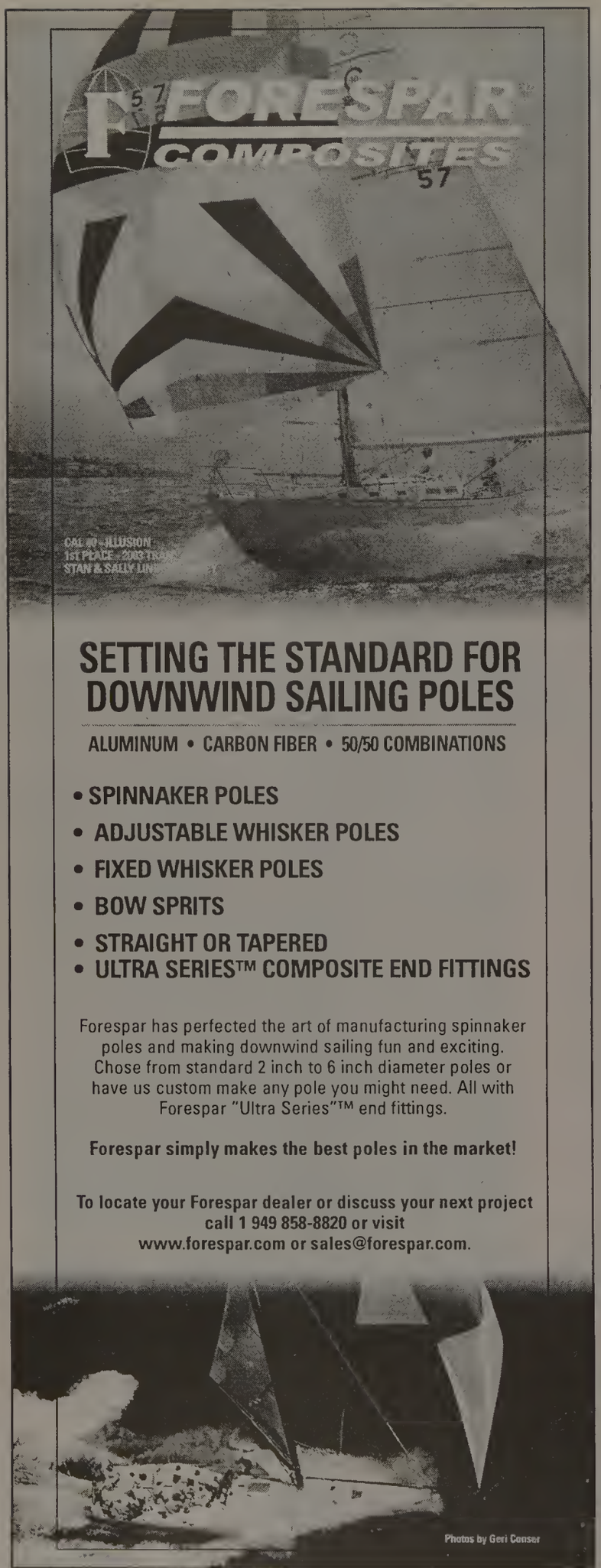
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LETTERS

niuses at Dynayacht, he designed early fore and aft high-aspect-foil twin rudders, including those that were tried on America's Cup yachts. He went on to do *Green Hornet*, the amazing CBTF prototype that I was privileged to lease and race in 1998. Going at or faster than windspeed in a monohull with a keel is pretty zinging.

Matt was then involved in convincing Schock to market a production version of *Red Hornet*, the Schock 40, and helped *Cita* achieve her outstanding race record. He continues to be a major player in new canting keel designs. He can be reached at Matt Brown Performance Design in San Diego or at (619) 846-9060.

P.S. I love *Latitude* and never miss an issue.

George L. Hody, M.D.
Gekko, Martin 242
MBYC, San Diego

⇑⇓EXPENSIVE PROBLEMS WITH DHL IN MEXICO

I'd just finished writing a detailed and scathing letter to DHL senior management detailing our discontent with four recent shipments from the U.S. to Marina Vallarta in Puerto Vallarta, when I picked up the March issue of *Latitude* to try to regain my normal calm. I was more than interested to find the two letters referring to DHL and their delivery/cost performance in Mexico.

I'll spare you the details, but here's a general description of a couple of our experiences: We had UPS — our normal and preferred shipper — forward our flat mail from California to Puerto Vallarta using DHL. (Neither UPS nor FedEx have an office in P.V.) It took three weeks for the shipment — a two-pound box with a small boat part inside — to arrive. For their trouble, DHL charged us $155. Furthermore, they didn't deliver it to the specified address at the marina office, even though the address was correct and the office was staffed. What's more, they didn't contact us using the email address on the AWB, nor did they respond to two emails sent from their tracking website asking for help in locating the package. After days of footwork and taxi fees, we finally tracked the package down, and only had to pay an additional $57.80 in 'fees'. All this for a $35 boat part.

The second case also was about another small package weighing ounces with $11 in boat parts. It was the same deal, we had to pay a $42 'fee' — not for customs or any other specified agency — in addition to what the sender had paid to ship it in advance. The only problem is that DHL had mixed up our shipment with someone else's, so they have ours and we have theirs. It's days later and we still haven't sorted that out. And this sorting takes lots of time and money in the form of cell and Satphone fees, as well as taxis.

We've had two other equally frustrating and costly experiences with DHL in Mexico.

But others have had even worse experiences. A fellow Puddle Jumper had his new SSB malfunction, so he sent it back to the manufacturer, which promptly fixed it under warranty and returned it via DHL with a 'no charge' invoice. The DHL folks slapped a $500 'delivery fee' on the item. After several weeks of attempted negotiation, he had no choice but to pay them, as he needed the radio for his Pacific trip. By the way, he was also charged $165 in storage fees.

In all cases, the senders of these goods were professional marine or mail organizations who 'know the drill' with sending goods to Mexico.

Before we all excuse DHL by saying it's all the fault of Aduana, I'm sorry, my contract is with DHL, my invoice is from DHL, my money goes to DHL — so we expect DHL to


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LETTERS

take responsibility for these issues.

Do cruisers in Mexico have a choice? Yes. With 20/20 hindsight we would have had all our boat bits sent to a central location in San Diego — the Post Office or Downwind Marine will hold them — then buy a plane ticket to go collect them. It would have cost half of what we spent with DHL.

Henry & Glenys
S/V *Dreamcatcher*

Readers — It's been our experience that having someone — yourself or a friend — hand-carry stuff to Mexico is by far the most reliable, and often the least expensive, method possible. If you don't know anybody coming down, you should work the nets to find somebody.

Things vary from country to country, of course. When we needed two new saildrives — which are pretty big and weigh nearly 100 pounds each — rushed from Florida to Panama, we figured that the quickest and perhaps ultimately the least expensive way was to have one of the crew fly to Miami and bring them back as luggage. Fortunately, we were convinced otherwise, as a freight forwarder handled all the paperwork, flew them out that same Friday night, got them through Customs, and delivered them to the boatyard some distance out of Panama City, for $350. We thought this was a reasonable price — $150 less than a roundtrip plane ticket — and there was no hassle on either end for the crew. Plus, it was lightning fast.

⇑⇓MAYBE GUADELAJARA, NOT DHL, IS THE PROBLEM

First of all, I, like everyone else, want to thank the Poobah and all the others involved in the 2003 Ha-Ha for the great job done, and the resultant great time had by all. We — Barb, Mike, and Buddy the Wonder Dog — have been enjoying Mexico since then. We made it as far south as the Barra Triangle, which we define as Tenacatita-Barra-Bahia Santiago, where we could cruise in circles for years and never get bored. We'll save Zihua for next year on our way to Panama.

Anyway, when we were getting the boat ready to return upstream to Puerto Vallarta, we noticed the raw water pump had begun to drip. After some wiggling, it dripped heavily. Having a replacement pump shipped down from the States wasn't an attractive option, but as we didn't know anyone flying down who could carry it, there didn't seem to be an alternative.

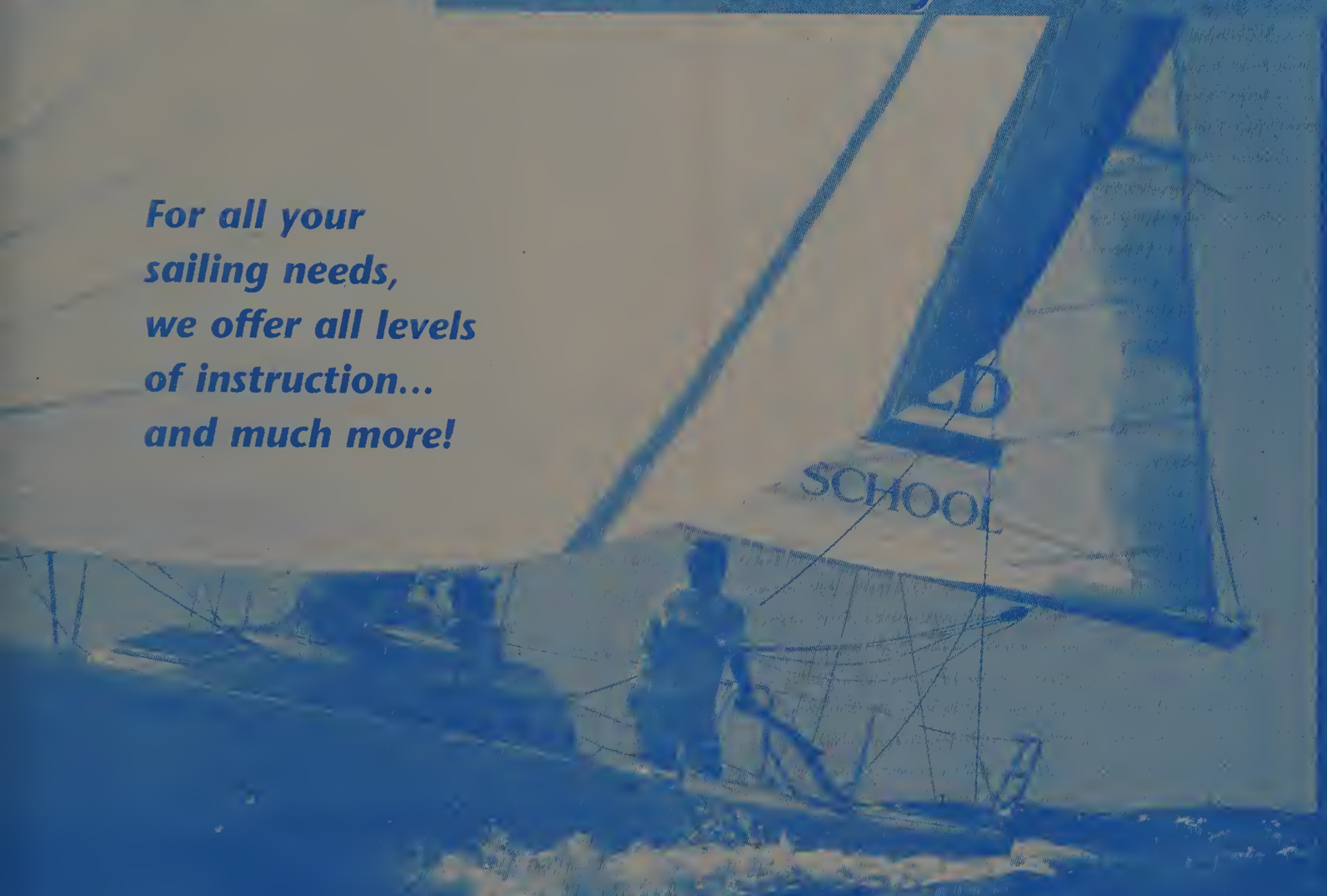
We know there are a lot of cruiser complaints about not getting parts sent via DHL, but right before Christmas we had good luck with them, getting alternator parts from the States to our slip in just one week. The key, we were told, was not to let the order be shipped through Guadelajara, where everything seems to disappear. So we ordered the new pump from the Bosun's Locker in Costa Mesa, where Tim shipped the pump out the same day, Friday, that we ordered it, with the same shipping instructions as before. Imagine our joy and disbelief when it showed up on our dock in Barra de Navidad the following Monday. Our mail doesn't get here that fast from DHL — which might be because it goes through Guadelajara. The only downside of this method is that Aduana charges additional duty on the shipping charges, which they must consider to be part of the item's value.

I'd like to bestow some additional kudos to locals we have met and dealt with down here.

• Jesus Garcia, the outboard repair guy in Barra, was extremely helpful dissecting my old water pump and helping me to rebuild it for a spare. He charged me about $35 for almost a full day's work, including driving me to a nearby

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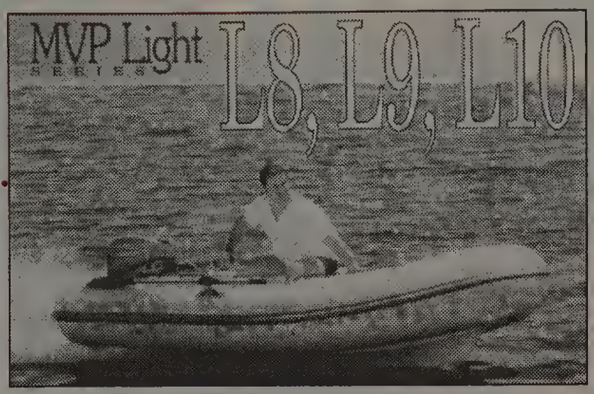
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LETTERS

town to get the shaft welded and machined where it had been scored.

• Ricardo from the *palapa* in Club Santiago, who arranged for ice and water to be delivered to our boat, called taxis for us on his cell phone, invited us to the blessing of the *panga* fleet (a great experience) and guided our visitors to us when they flew down from the States.

• Our good friend Piper Lover, who runs the best blues bar in Barra, was extremely generous and made us feel truly a part of the community.

There are more. We really haven't had any bad experiences with our Mexican brothers and sisters. The key seems to be maintaining the respectful and kind demeanor we all appreciate when we see it in others. Attempting to learn the language is also part of it, as is being ready to laugh at oneself. As we write this, we're looking forward to fun at the Banderas Bay Regatta, and then exploring the Sea of Cortez. We'll be seeing lots of great folks we have met from the Ha-Ha, and continuing to enjoy Mexico.

Mike, Barb, and Buddy Fulmor
Arabella

Folks — Thanks for all the kind words about the Ha-Ha.

⇑⇓MORE ON BIRDS — AND CHITONS

In an issue some month's ago, you noted some surprise at finding "this bird stuff" — meaning how long birds can live at sea, and how far they migrate — quite interesting. You went on to question how a small bird can fly 5,000 miles, much of it over water, and find its way. It turns out that we humans are not the only celestial navigators. Years ago some clever scientists found that migratory sea birds placed in planetariums oriented themselves by using the stars they saw projected overhead.

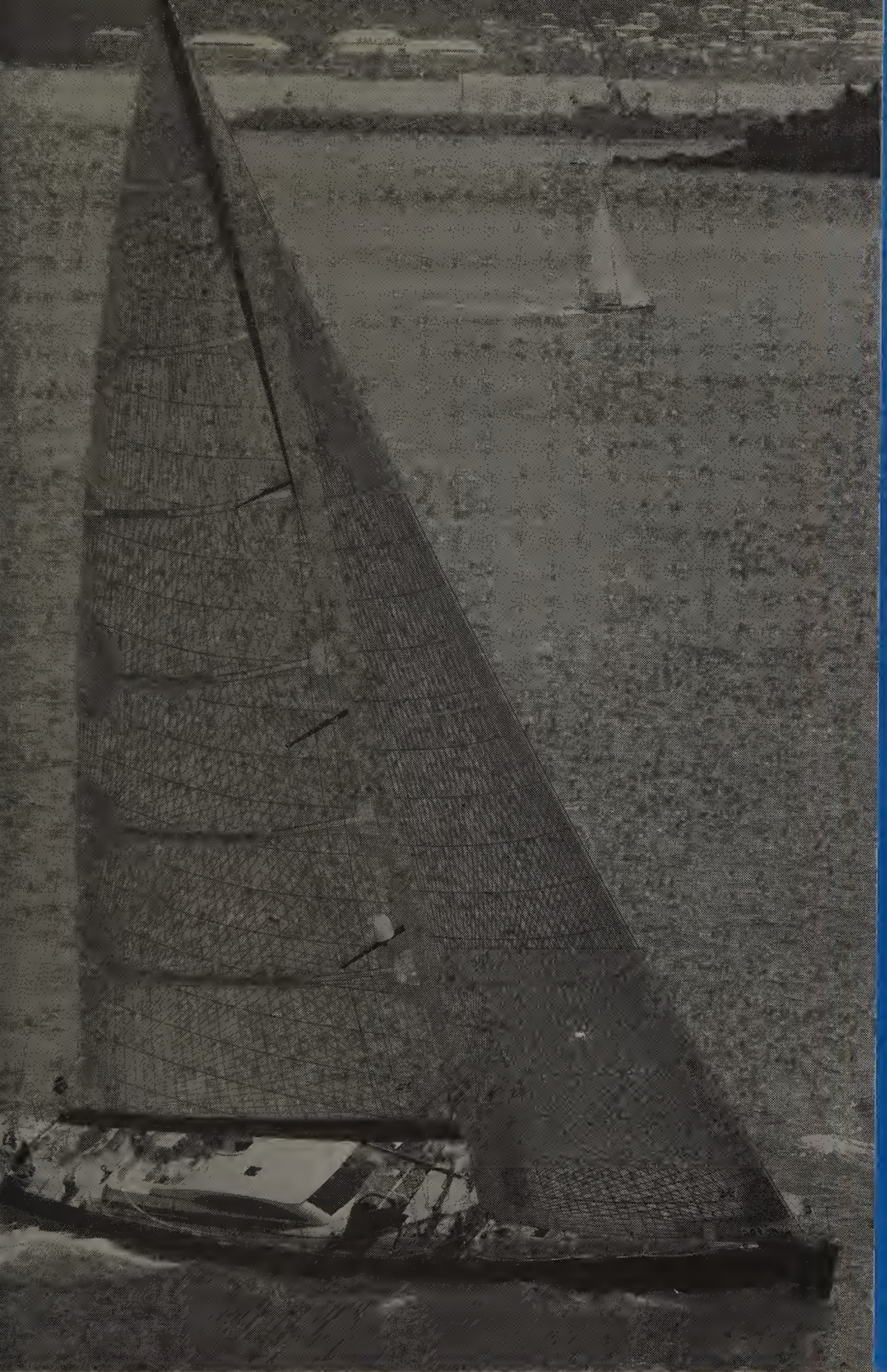
An even more interesting approach to navigation is used by the lowly invertebrate chiton, which crawls about on rocks eating algae — but often returns to the same rocky niche to 'rest' after its feeding forays. It turns out that the chitons have tongues — or radulas — that contain iron teeth. They use these tongues not just for eating, but also sort of like magnets to help them find their way home! Chitons get 'lost' when magnets are placed in their vicinity.

On another older subject, Dave Kendig asked how to store an inflatable on a 30-ft boat. My wife and I own a Beneteau 321, and we often carry our 8'6" Zodiac tied across the Beneteau's stern — kind of like it's riding on the swim step. To get it into position, we first lift the 6 hp Johnson outboard onto a stern mount using the main halyard coupled to our Lifesling 4:1 lifting rig. We then use the halyard/Lifesling rig to lift the Zodiac into place, securing it with some lines to the stern pulpit. The whole process takes maybe 10 minutes, and can easily be managed by my wife and me.

By the way, I composed this letter in Opunohu Bay, Moorea, onboard the cruiseship *Tahitian Princess*. We happen to be sharing the bay with Paul Allen's *Tatoosh*. I had hoped to attach some gorgeous pictures of her, but my digital camera did not survive the full baptism it just received from a passing rain squall! Maybe I'll have to buy one of the Fujifilm digitals that have stood you in such good stead!

Phil Gould
a bientot, Beneteau 321
Bainbridge Island, Washington

Phil — Very, very interesting. What we're waiting for is the discovery that some earthworms find their way around thanks



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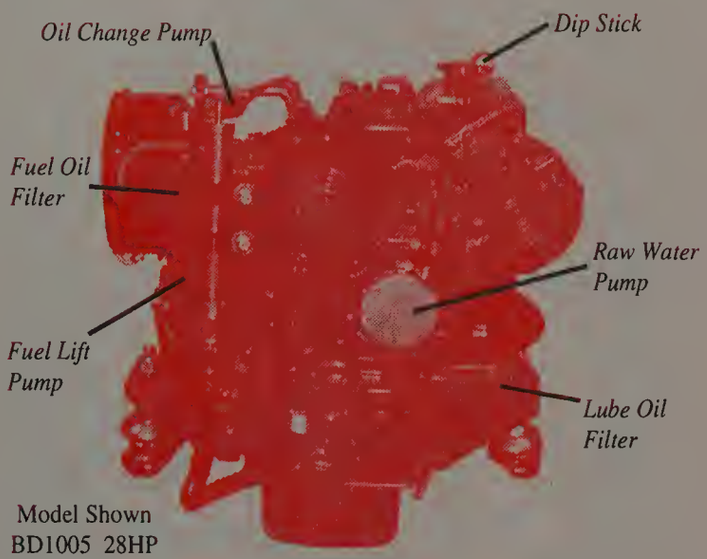
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LETTERS

to tiny GPS units located beneath their tongues.

As for Tatoosh, *here's a shot of her from about 18 months ago that was taken with a Fujifilm digital camera. The Fujifilm 3800 digital, since replaced by the 3000, has been a terrific camera for us. However, the tremendous advancements in digital cameras have continued unabated, so there may be newer and better ones. As a brand, however. Fujifilms have always been our favorite because of the 'people pleasing' colors, particularly the blues and greens found in marine environments.*

⇑⇓SAN BLAS IN A MORE SIMPLE AND HAPPY TIME

I've been biting my keyboard ever since this whole San Blas fracas got started. And when I was just about to enter the discussion, you closed it off, so I 'stifled'. But since it got reopened again, I've got to put in my two-bits.

All the comments about problems in San Blas with port captains, Norm Goldie and having to use a ship's agent drove me to dig out my journal from our 1990-1993 circumnavigation of the Pacific. The record shows that on March 14, 1991, as we approached San Blas from Isla Isabella, we issued a call on the VHF for tides and conditions in the estuary. A response came from another boat anchored inside, and we elected to go for it even though it was nearing low tide. The depthsounder dropped to seven feet for a couple of exciting seconds on the way in, but we were soon anchored well inside.

The next morning we went ashore to clear in. Here's the verbatim entry from my journal: "Went ashore to clear in. Very easy here, except I had to row back to the boat for more Crew Lists since Inmigración wanted us to start a new one. We paid harbor fees, now 19,000 *pesos* — this was before the 1000-to-1 devaluation — at the Capitania de Puerto. Didn't have to make a separate trip to Puertos Mexicanos. Officials were all very nice. We then headed in the direction of the ruins . . ."

What has happened? From our experience, San Blas was one of the easiest places to clear in. There were no agents, nobody monitoring the VHF, just a mild variation on all the other ports we'd visited in Mexico. No official in San Blas — or any other Mexican port — even suggested that we might want to use an agent. And none of them were even the slightest bit rude to us for not having used one. And we were definitely not fluent in Spanish.

If the use of an agent is now required in San Blas, we will pass it by when we head down this year. Thankfully, we were there in simpler and happier times, and won't feel cheated. However, I would like to learn how to surf and it sounds like the anchorage outside at Matenchen Bay might be the place. Is it too late to learn how to surf in your mid-50s?

Steve Van Slyke
Gig Harbor, Washington

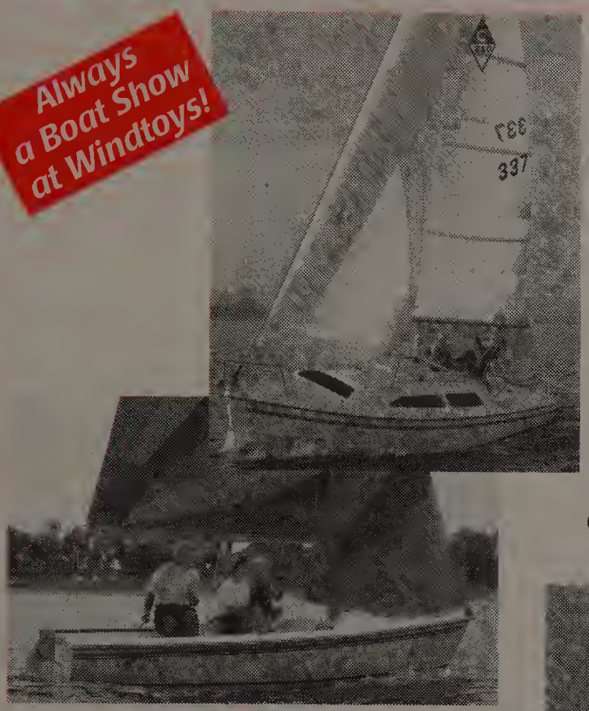
Steve — You're not the only veteran cruiser to Mexico who has wondered 'what happened?' in San Blas. It all started with a series of port captains deciding that they were going to require cruisers to use a ship's agent to check in. Then there got to be a big stink about whether anchoring in Matenchen Bay means you have to check in to San Blas. The port captain says it does, and cruisers say that ex-pat Norm Goldie has sometimes gotten on their case when they haven't. And a lot of them didn't.

We'd been to San Blas in the late '70s, the '80s, and the early '90s, and there had never been any of these kinds of problems. But it's all changed. What's worse, we're told that more port captains in Mexico are requiring the use of ship's

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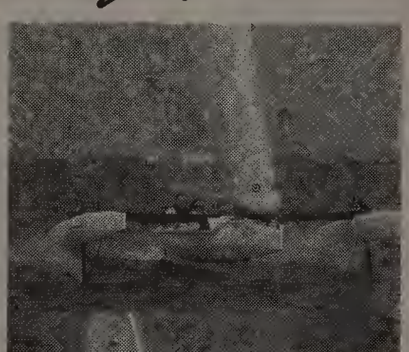
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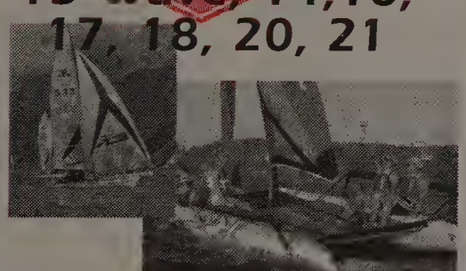
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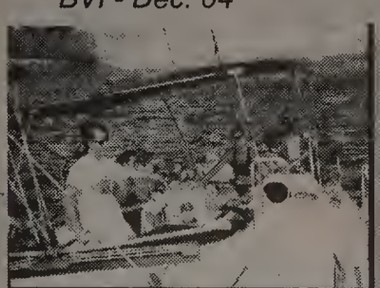
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agents, with the result that it can cost as much as $80 U.S. to clear in and out of a single port! With as many as three port captain's offices within 10 miles in places like Banderas Bay, you can understand why many cruisers plan their itineraries around avoiding most places with port captains.

Cowabunga! If you're in reasonably good shape, you certainly can to learn to surf in your 50s. And Matenchen Bay would be one of the best and easiest places to learn. But if you've already been to San Blas, and like us don't take to feeling like you're being gouged, we recommend you continue a few more miles down to Punta de Mita at the northern tip of Banderas Bay. There's no port captain there, so you don't have to check in or out, and you can anchor right off the 'Mexican Malibu'. There's a surf school right in front of the anchorage, and there are easy waves for picking up the basics. Once you have gotten the hang of it, there are several other good breaks which aren't far away. Just make sure you start off using a longboard.

A final word on ship's agents. We know and are friends with many of them. We think they do a good job, and we often use them for convenience and to save time. But it sticks in our craw when we're told that we have to use one.

⇑⇓BUYING A CAT FROM A CHARTER PROGRAM

In a recent *Cruise Notes* item, you made reference to the Nasiell family of Oakland. You spent a couple of quick minutes with them in St. Barth before they had to head off for St. Martin. The gist of the report was that they'd bought a catamaran out of a Caribbean charter program and were going cruising on her.

We're dreaming of my taking an early retirement and how we might start our cruise. The idea of buying a cat in the Caribbean sounds like a great way to begin. I'd like to get in touch with them and find out all we can about purchasing a cat coming out of a charter program. But I haven't been able to get their address. Can you help?

I *love* the magazine, and *hate* having to wait for the next one!

Tim Mueller
Ramona

Tim — They have a detailed website for their cruise at oliver@nasiell.com.

⇑⇓SUBS AND SAILBOATS — FROM A SONAR TECH

I missed the first letter(s) in *Latitude* about submarines having difficulty detecting sailboats that don't have their engines on, but the letter in the January edition has prompted me to respond. And sorry I'm so late, as we're cruising in the Bahamas and it takes a while for our *Latitudes* to catch up with us.

I was a Sonar Technician in the Navy for eight years, and I can tell you the answer to the sonar question is 'passive versus active'. Surface ships usually use 'active' Sonar — hence the ping, ping, ping noise in all the war movies about subs.

But because subs don't like their whereabouts known, they usually operate in 'passive', meaning they listen for propeller and other noises rather than an echo from a ping. If the crew of a sailboat was playing their stereo really loud, the sub could likely hear it, but if sailing along quietly, the sailboat would be nearly impossible to detect if the sub was operating passively.

On an entirely different subject, the Bahamas have been really windy this year. We've spent most of the past six weeks

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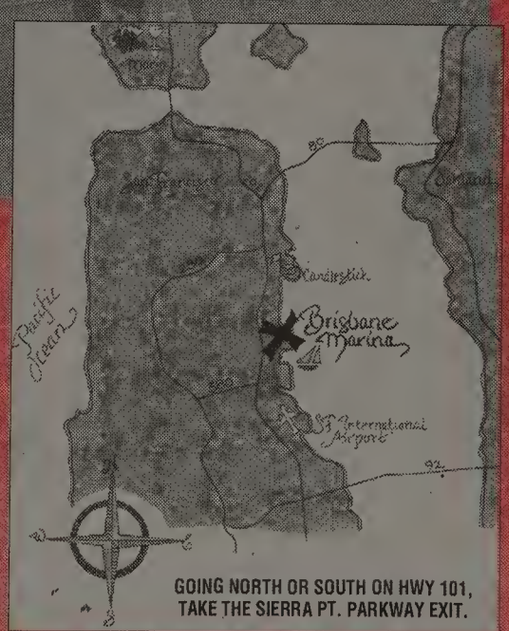
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sitting at anchor waiting for weather. We know, 25 knots of wind shouldn't bother San Francisco Bay sailors, but an ebb on summer afternoons on the Bay taught us a lot about the effect of wind against the current, so we have a lot of respect for what can happen in the Gulf Stream. And, while the banks of the Bahamas are shallow — like much of the Bay — it's pretty hard to see coral heads when a 25-knot wind kicks up a chop. So we've stayed put for awhile. In places where there are no coral heads on the banks, it's just like the Bay — except, of course, that the water is warm and clear.

Jeff Huntington
Sand Dollar
San Francisco

⇑⇓WE PUT OUR BOAT ON A TRAIN IN MANZANILLO

Back in 1982-1984, my husband and I, along with our orange cat named Spencer, went cruising on *Dalliance*, our 28-ft double-ender. We sailed from San Francisco to Cabo, then over to Manzanillo. We put *Dalliance* on a freight train in Manzanillo and rode with her over to Yucalpatan in the Yucatan. We later sold *Dalliance* in Washington, D.C., and divorced in '92.

I've lost the article that *Latitude* printed about the trip, and wonder if it would be possible to get a copy of it?

C. Hanscom
Office of Student Life, Western Washington University

C. — It was nearly 20 years ago, but we vividly recall your boat and train adventure across Mexico. The good news is we have all the back issues. The bad news is that we don't have the staff or time to fulfill all the requests to look up old articles. If you or a friend wants to look through our back issues, you're welcome to it, but we can't do it for you.

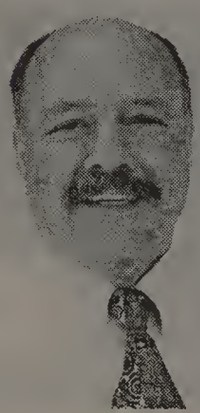
⇑⇓NOT DISGUSTING, JUST MISGUIDED

Your suggestion of charging foreign vessels for the use of GPS use may not be "downright disgusting," as claimed by Dennis McMurtry in the March *Letters*, but it's at the very least misguided. Unfortunately — and disappointingly — your suggestion reflects a global isolationist viewpoint that seems to be all too prevalent in the current U.S. political and social environments, and mirrors the current political zeitgeist in Washington.

I never saw the original article in which you suggested charging foreign vessels for GPS use, but allow me to review some of the facts surrounding the creation of GPS. In 1963, the Aerospace Corporation presented a study on the use of a space-based system for navigation relying on measuring the time of the arrival of signals issuing from satellites in space whose position was known exactly. This was, in effect, a description of what we today know as GPS. The idea was supported by the U.S. Air Force and developed over the next 11 years. In 1974, Rockwell was chosen as the contractor for what had by then become known as GPS. The first beta test satellite carrying an atomic clock was launched later that year. In 1983, as a result of the shooting down of Korean Air flight 007 by the Russians, the Reagan administration offered to make GPS available free of charge to civilian aircraft once the system was operational.

In 1984, surveying became the first commercial application of GPS. As more satellites were launched, the system became more widely used by both the military and civilians. During the 1991 Gulf War, U.S. military forces relied heavily upon civilian GPS receivers, as the inventory of military spec GPS receivers was insufficient. The last of 24 GPS satellites


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LETTERS

became fully operational in December 1993, and the Secretary of Defense declared that GPS would remain available for the foreseeable future for use by civilians worldwide on a continuous basis with an accuracy of 100 meters.

It is estimated by Rand Organization Publications that the initial cost of creating GPS, plus maintenance going forward, is approximately $20 billion. Since the launch of the first beta test satellite in 1974, the cumulative amount spent on U.S. defense is, according to the Center for Defense Information, in its narrowest definition approximately $10 trillion. To put it another way, GPS has cost the U.S. taxpayer about one-fifth of 1% of cumulative defense spending since 1974.

In this age there is so much controversy over the issue of U.S. military might and its projection overseas. As a U.S. taxpayer, although not a U.S. citizen, I am more than happy that, inspired by an effort to prevent a repeat of the KAL 007 disaster, at least some of my tax dollars allocated specifically to military spending and generally to creating all things destructive, have definitively contributed to making the world a better and safer place for all. Quite frankly, the last thing that occurs to me is how to make a few bucks off GPS from those that do not have the honor of being U.S. taxpayers.

Adam Simmonds
San Francisco

Adam — To us the principle is very simple — and free of all political overtones. U.S. taxpayers have spent $20 billion for the development and support of the world's greatest and most money- and life-saving navigation system. This is a system that has saved many affluent foreign companies and governments small fortunes. So what's the crime in asking those companies and governments to chip in a little? We're not talking about "making a few bucks" off the system, but just having everyone — not just American taxpayers — pay even a fraction of their fair share and the value they get from it.

By the way, just because we have to buy a token to ride the Underground in London or enter the Louvre in Paris doesn't mean we think it reflects isolationist tendencies on the part of the English and the French. We think it just means they recognize the principle that everyone ought to pay their fair share for what they use and enjoy.

⇑⇓NOT ALL 30-FT WATERLINES ARE CREATED EQUAL

I made an error in challenging Max Ebb and Lee Helm. (See the *Letter* entitled *Prismatic Coefficients and Hull Speeds* in the February issue.) It was my honest belief that they would accept the challenge and attempt to help explain why some boat performance numbers do not seem to fit the proverbial profile. Very few people have the ability, as in, intellect, education, and experience, to comprehend and challenge conventional wisdom. Max and Lee have that ability. In a misplaced attempt at humor, I tried to goad them into tackling a different explanation for boat performance, as it applies to some boats. No disrespect was intended.

With that said, once again Lee Helm has made some wrong and misleading statements concerning my favorite boat, the Westsail 32, by my point of view. (Please note — and this is important — my point of view is from that of the cruising sailboat while cruising). Lee stated, "So even if you have the right prismatic for the top end of hull speed (as in, like running with the trades) multiply by the weight of your crab-crusher and you're still slow compared to a lighter boat, even one with a hull shape optimized for the slower speeds of upwind sailing."

This is a false statement if applied to the smaller sizes of

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LETTERS

voyaging sailboats in the real world of cruising. Please note just one of many examples possible. I refer to the September issue of *Latitude*, page 161. This is data from the 2003 Puddle Jump. There were two Westsail 32s listed in the 28 boats. They were the smallest of the fleet. The average length of all boats in the fleets except for the Westsail 32s was 45.7 feet. The average crossing time was 23 days. One of the Westsails, singlehander Bill Andrew's *Quest*, crossed in 22 days. The other did it in 28 days. What does this prove? Nothing. It is just an example of the Westsail crossing an ocean faster than many other more modern and lighter and longer boats.

Lee has asked me, "Now, where are all those more modern 32-ft boats that the Westsail is supposed to be able to beat?" One answer is, look at the boats on the list of 2003 Puddle Jumpers. Notice the boats represented: Newport, Pacific Seacraft, Kelly-Peterson, Cal, Caliber, C&C, Islander, Gulfstar, and so forth. How many examples does she need? The list is long.

In order to make a point, Lee stated the Westsail 32 rating was the "same as a Ranger 23," and that "PHRF does a pretty good job" in the ratings. Max suggested on page 168 of the September issue that "peculiarities of the handicapping system" are one explanation for the Westsail's Pacific Cup victory. Well what is it? Is PHRF "pretty good" or is it "peculiar"? My point of view is that the PHRF rating is embarrassing, erroneous, and another example of the numbers not fitting.

It really is necessary to end this numbers game. Lee is right that there is no reason to start a urinary Olympiad over these things. The Westsail 32 deserves more respect than the designers want to give it though, and I am defending what I know to be one of the best and potentially fastest small cruising boats ever put into production.

My final comment is this: In a publication with a deservedly large readership, Lee said I was "BZZT wrong" about my assessment of prismatic coefficients and how they affect the theoretical hull speed. She misinterpreted what I was saying. What I was trying to say is this: The P.C. can reflect on the effectiveness of the waterline length. Not all 30-ft waterlines are created equal. This quality affects the wave-making ability of the boat, whereby two different boats will make two different waves and therefore go two different speeds. This is what I was saying when I simply shortened the explanation to "theoretical hull speed." In the context that I was inferring, the statement was correct.

David King
Saraband, Westsail 32
Portland, Oregon

⇑⇓WEST MARINE HAS A FULL-SERVICE RIGGING SHOP

How could you have managed not to include West Marine in your article, *The Rig Gig*, on Bay Area riggers? Do they not advertise their stores and rigging seminars in your magazine? The Alameda West Marine store has a full-service rig shop, with riggers who go to boats to install standing and running rigging. Yes, their shop in Alameda is only a couple years old, but they should have been included. West Marine deserves an apology from you!

Janet Van Klompenburg
Long time *Latitude* reader; Circumnavigator;
Wife of a West Marine rigger

Janet — When we went down the list of whom to include in the rigging article, we slipped right over West Marine because they are primarily known for selling marine goods. This was an error on our part, and we apologize.

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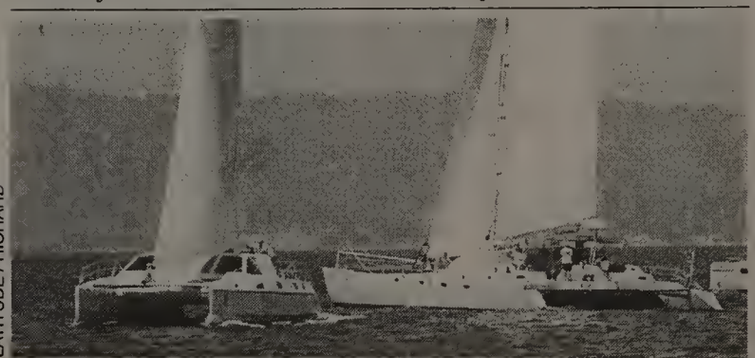
LETTERS

RECENT EXPERIENCE POINTING WITH MONOHULLS

I've really been enjoying your *Profligate's Progress* dispatches from the field this winter. It's tough in those Caribbean war zones, but you've come through in fine style.

I'm with you about the actual pointing ability of a good cruising monohull versus a good cruising cat — the cruising monohull points higher. Having just done the Banderas Bay Regatta again with my Choy-Morrelli 70 cat *Humu Humu*. I have recent firsthand experience on the subject.

As the only other catamaran entered didn't start, we decided to see how we'd do against the big boat monohull fleet — which included entries such as *Swan Fun*, a Swan 55, and *California Girl*, a Schumacher Express 52. You probably remember that *Swan Fun* is always perfectly sailed and wins virtually all her races on Banderas Bay. It was no exception


LATITUDE / RICHARD

From the way 'Wavy' and 'Humu Humu' sail to weather on opposite tacks, you can see that cruising cats don't point very high in light wind.

in this regatta, as she took the class again, beating *California Girl* by margins ranging from four to nine minutes in the three races.

After we used the first two races as 'virtual practice', we eliminated our sailhandling and tactical errors to sail the third and final race almost flawlessly on the same course as the big monohulls. The result was that we beat both *Swan Fun* and *California Girl* on elapsed and corrected time to the first weather mark by handy margins.

True, we sailed directly toward Punta Mita while they were able to point as high as the Tres Mariettas, but we tacked at exactly 105 degrees to the mark, and surged along at 11 knots. Normally I would tack at 100 degrees in the 12 to 16 knot winds, but I definitely didn't want to risk an extra two shorttacks if we came up below the mark. This was with both daggerboards down, something we hadn't done in the previous two races for fear of overloading the crew at the spinnaker set/douse marks. Having the boards down on *Humu Humu* reduces leeway eight degrees when hard on the wind.

For the entirety of the third race, we corrected out to 87 minutes, which was equal to *Swan Fun* and better than *California Girl* by four minutes. That's not too shabby for a 34-ft-wide boat racing around the buoys with a 12-year-old dacron main and an itty-bitty self-tacking jib. It's truly excruciating waiting two to three minutes for the boat to tack and regain full speed, but you know that deal yourself.

My point is that pointing higher doesn't mean getting there faster. It's all VMG (velocity made good) to the mark. And making a minimum number of tacks.

By the way, the new canting keel Alan Andrews-designed *Magnitude* sailed around the course with us for fun with a full crew and Mexican youth sailors, too. What an impressive sight as she flew upwind while pointing very high too. Her masthead spinnaker really reaches the clouds. In the third race she did the rated 11.2 nm course in 58 minutes to our

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Kevin Falvey
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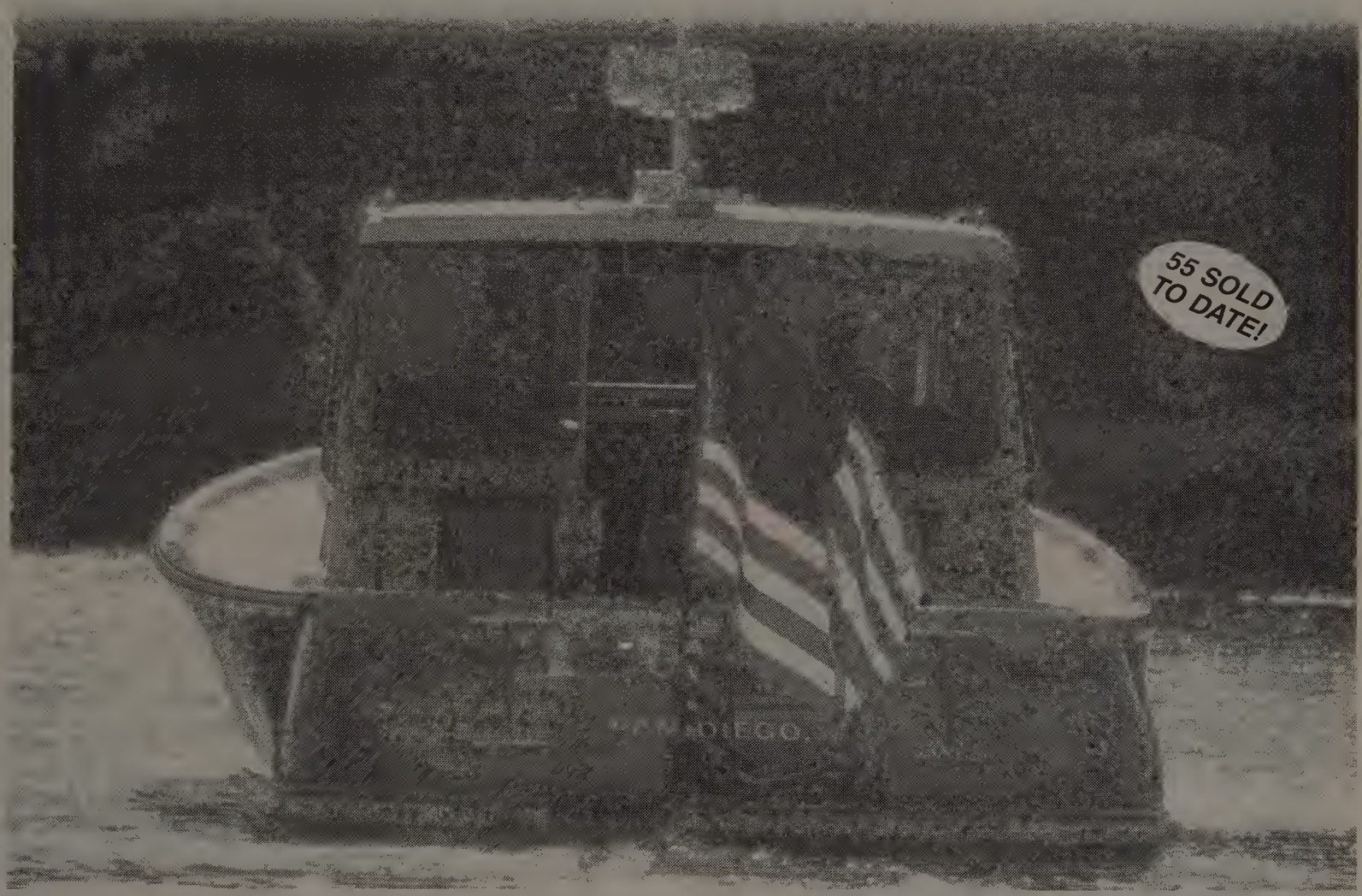
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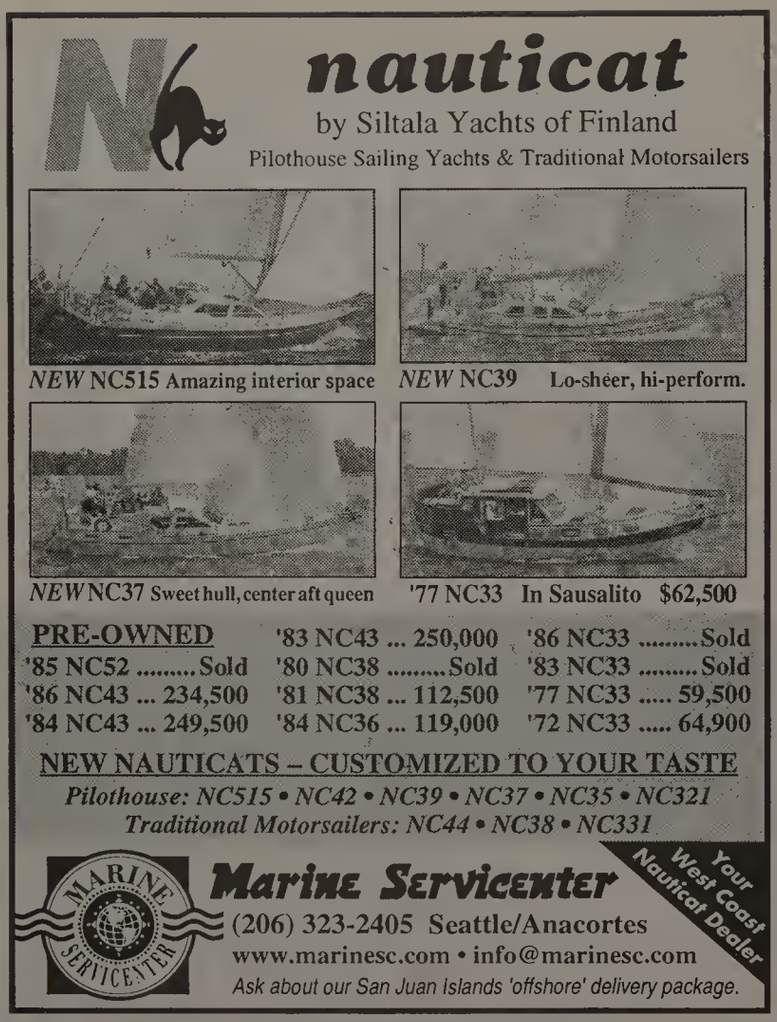
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LETTERS

88 minutes, with all the other boats way behind our elapsed times. But since she started 40 minutes after us, we had the pleasure of finishing, dropping our spinnaker, and getting into *bebidas y comidas* in time to watch her finish. Despite a -138 handicap, she beat both us and *Swan Fun* by six minutes. That the top-performing well-sailed boats finished so close on corrected time — despite being so different — speaks really well for the handicappers.

The Banderas Bay weather was perfect, and the sailing conditions couldn't have been better. What a good time! Our crew was a collection of a few experienced sailors and enthusiastic semi-newbies. My buddy Jim Forrest of the Catalina 36 *Jammin'*, Mary Coleman of the Farr 40 *Astra*, Gary of the Beneteau 47 *Navigator*, and Mark Purdy of the Perry 43 cat *Tango* were my core crew.

Dave Crowe
Humu Humu, Morrelli & Choy 70
San Jose

Dave — Thanks for the report. In 12 to 16 knots of wind on the beam, we expect that Humu Humu *would have been sailing three to five knots faster than* Swan Fun. *That your 70-ft cat sailed the mostly windward-leeward course in the same elapsed-time as a Swan 55 — which is a heavy 25-year-old design — says all there is to say about the inability to cats to point with monohulls, and the devastating effect this has on elapsed times in mostly windward-leeward courses.*

We agree that it's all about VMG when going to weather, so pointing isn't everything. As such, in all but perfect conditions — flat water, 15 knots of wind — we find that it's faster with our cat to tack in more like 110 degrees than 100 degrees.

While in St. Barth this winter, one of our goals was to circumnavigate the island 10 times. We did it, too, despite the fact the overwhelming amount of time was spent sailing upwind against the trades in the open Atlantic, battling varying size seas, shallow water and backwash chop and slop, and adverse currents. In those real world situations, we were lucky to be able to tack in 120 degrees, so to a large extent it was a very pleasant exercise in masochism. Next year we plan to do a lot more of what cats do way better than monohulls — close to broad reaching.

⇑⇓EASIER TO BEAR KNOWING HE HAD A LOT OF FRIENDS

Thank goodness for you and your online magazine! John Sloboda was my cousin, and it was only through *'Lectronic Latitude* that I found out he had died. I was devastated to learn of his death, but some of the articles I found by him and about him made it a little easier to bear — especially knowing he had a lot of friends who also cared about him.

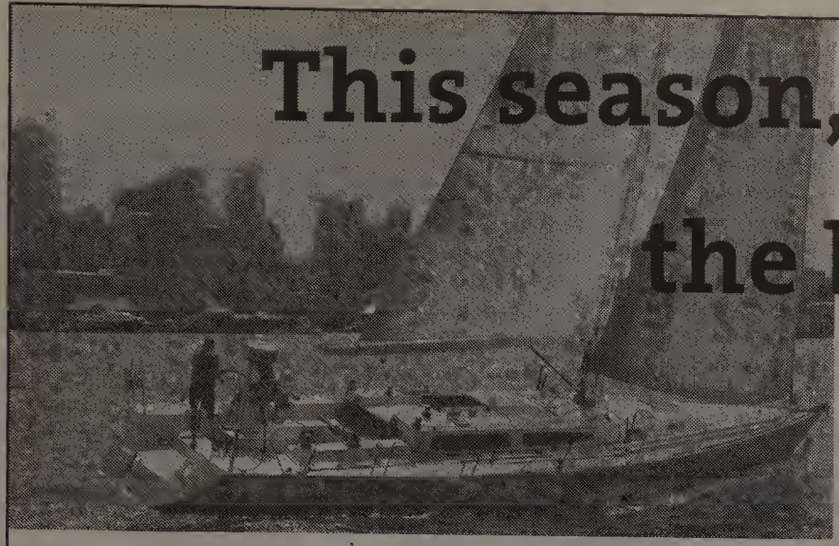
We, his family, all loved John dearly. We thought he was crazy for crossing the Pacific, but he followed his dream, which is more than most of us can say. You can imagine that since we didn't know he had died, we also didn't know how sick he had been the month prior to his death. We want to do a tribute/donation in his memory, and thought his cruising friends might be able to help in letting us know if there was anything/anywhere over there that really interested him — besides a local bar.

From what I read in your magazine, you knew what a character John was. Thank you for the wonderful editorial notes about him.

Debbie Moore
dmoore360@earthlink.net

Debbie — John won't be forgotten soon.

This season, think outside the box



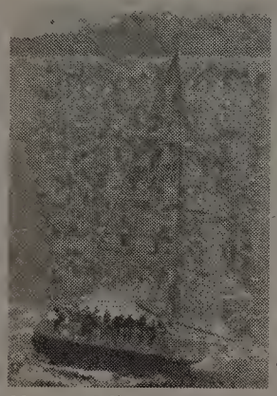
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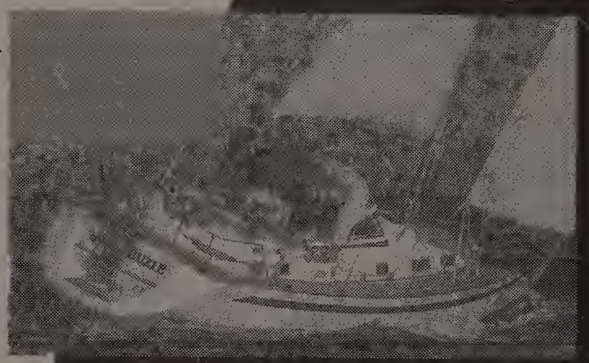
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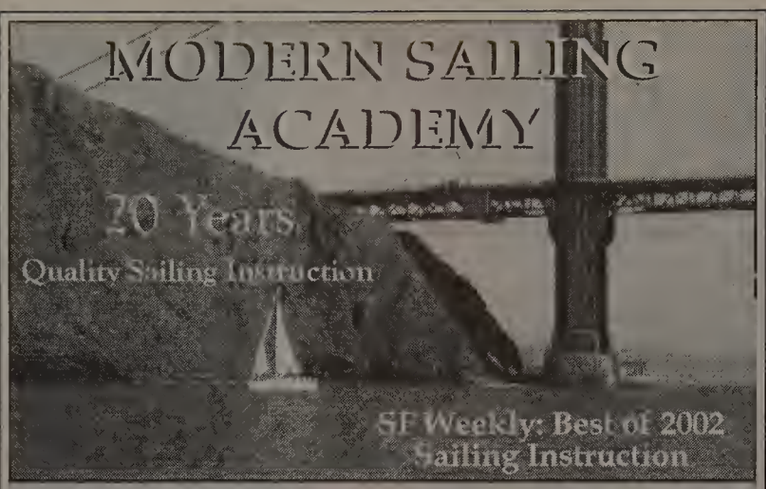
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TONGA 2004

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TAHITI 2004

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LETTERS

⇑⇓BEFORE SWALLOWING THE OCEAN-SAILING ANCHOR

You may not remember, but our black-hulled Blackwatch 37 yawl *Brigadoon*, with all the mahogany, was one of the boats at Sea of Cortez Sailing Week at Isla Partida way back in 1985. You were looking for a berth for Dr. Bob LeFevre and his son William, so we invited them to stay on our boat. They were great guests, but we lost the use of our dinghy — happily — because of all the housecalls 'Dr. Bob' had to make during the week. You might remember that the worst of them was when a young woman suffered a bad burn as a result of spilled hot water. 'Dr. Bob' treated her throughout the week — and in the process of treating her, exhausted the fleet's supply of Furicin to aid in the healing of her burns.


LATITUDE ARCHIVES

The then-Maren Kelly jokes around with Dr. Bob before heading south to Mexico on separate boats.

Anyway, the next year we bought the Valiant 40 *Carina* and continued to cruise for eight more years, circumnavigating most of North America, and spent some quality time in the San Blas Islands and Cartegena de Indias. We spent a season in the Bahamas and made it as far north as Canada before swallowing the anchor. We'd moved ashore and put *Carina* up for sale in Beaufort, North Carolina when hurricane Fran came along. The insurance company totalled her.

We moved to Northern Nevada in '98, and now sail an Excalibur 26 out of the Lake Tahoe Windjammers YC on the South Shore. It's deja-vu all over again, as the first boat we ever owned was an Excalibur 26.

That was a great article on the schooner *Goodwill* in the May issue. One of the onboard photos showed a bunch of guys repairing sails, and Saint Cicero is the one at the sewing machine at the extreme right hand side of the photo. How do I know? When we first started sailing in 1971, I needed some new sails for our Excalibur 26 *Syn Sysm* and was referred to Baxter & Cicero Sailmakers. I dealt with Saint several times — and later with his son Terry — and his profile and smile are unforgettable to anyone who knew him. What a great guy! Anyway, the article brought back a flood of memories of Newport Beach in the '70s and '80s.


LATITUDE ARCHIVES

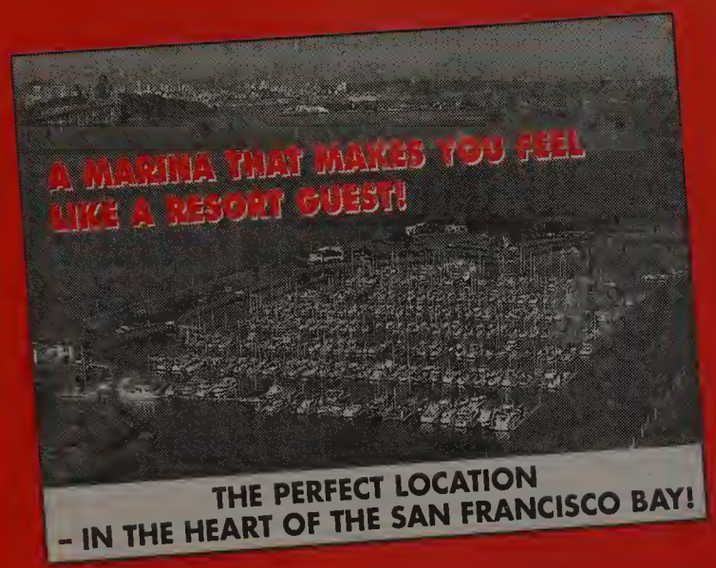
If you attended one of the early Sea of Cortez Sailing Weeks, you probably haven't forgotten it. They were great times.

We have been reading *Latitude* since we were introduced to it during Excalibur team races in the Bay around '71 or '72. We still treasure a copy with a two-page spread pic taken

EMERY COVE YACHT HARBOR

SAN FRANCISCO BAY REAL ESTATE

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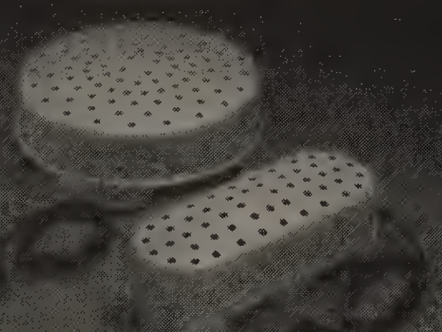


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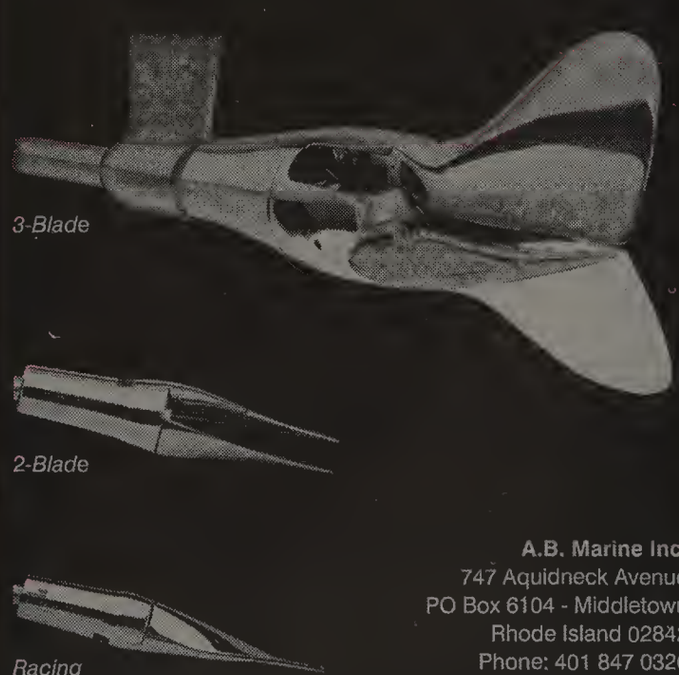
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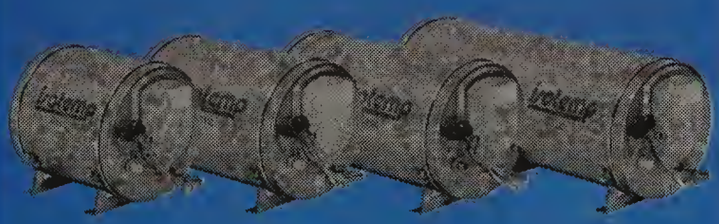
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LETTERS

from 'The Pad' in La Paz — remember Marguarite? — for an article titled *Water Soluble Romances*. In that photo *Brigadoon* can be seen in the center, way out in the fleet at anchor. Keep up the good work and the pioneering for sensible cruising and marine-related legislation.

Howard & Joyce Stevens
Excalibur 26
Reno, Nevada

Howard and Joyce — Those early Sea of Cortez Sailing Weeks — which were by far the best — certainly do bring back fond memories. And we remember 'Dr. Bob' very well. We first met him one night the previous November when we about-to-head-south cruisers had a spontaneous party and things got pretty crazy. Fortunately, we weren't around when the police came and one of Bob's crewmembers was escorted to jail.

⇑⇓WE CONCUR WITH *LATITUDE*'S SUGGESTION

I'm writing in reply to an April letter asking about the best time of year to sail south from Astoria, Oregon, to San Francisco. As race chairs for the Yaquina Bay YC in Newport, Oregon, we've had plenty of opportunity to observe boats traveling both north and south along this coast, and concur with *Latitude*'s August suggestion.

In fact, in conjunction with the Astoria YC, we host the Bridge to Bridge offshore race in mid-August. This year's dates are August 20-22. The race is just under 100 nautical miles, begins outside the Columbia Bar, and finishes just off the Newport jetties. As mentioned in *Latitude*, the weather can be nasty, but typically there is a north-northwest breeze and it's sunny, making it a great downhill race. The race falls under PIYA Category I, and if you're traveling those waters at any time of year, the PIYA guidelines are an excellent checklist for emergency and catastrophe preparedness.

For more information, contact us, the Yaquina Bay YC, or the Astoria YC.

Stephanie & Ken Brown
Newport, Oregon

⇑⇓WHO'S COLLECTING WHALE SIGHTING DATA?

I saw an adult gray whale in San Francisco Bay on Monday, March 22. It was a half mile southwest of Point Richmond, lazily headed north. Even though there was only about 25 feet of water, it still managed to stay down for more than 10 minutes at a time.

I know that the grays started coming into the Bay about five years ago, and there was quite a bit of excitement at the time. I haven't heard much talk about them lately though. We're wondering if these visits are still rare, or are they on the rise and people are no longer interested in reporting them. For myself and the 12 friends on my boat that day — all of whom live in the mountains and rarely descend below 7,000 feet — it was the highlight of our week! Is any organization or agency collecting whale sightings?

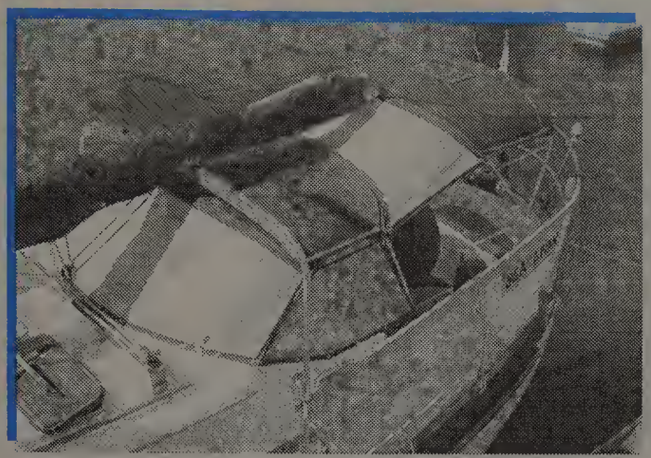
Andy Wisner
Almagest, Newport 41s

Andy — We're not sure which organization, if any, is keeping track of such sightings. We're pretty sure one of our readers will be able to tell us.

In other whale news, it was just reported that right whales, said to be one of the most endangered, have returned to the Sea of Cortez after a long absence. And wait, today's papers report right whales are showing up in Florida.

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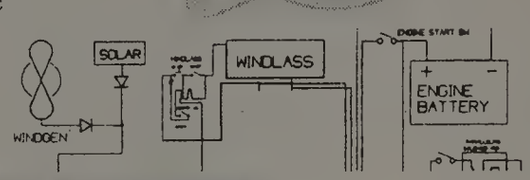
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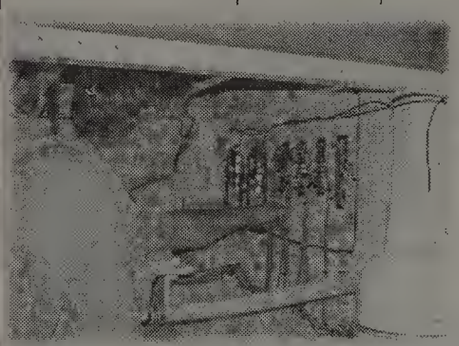
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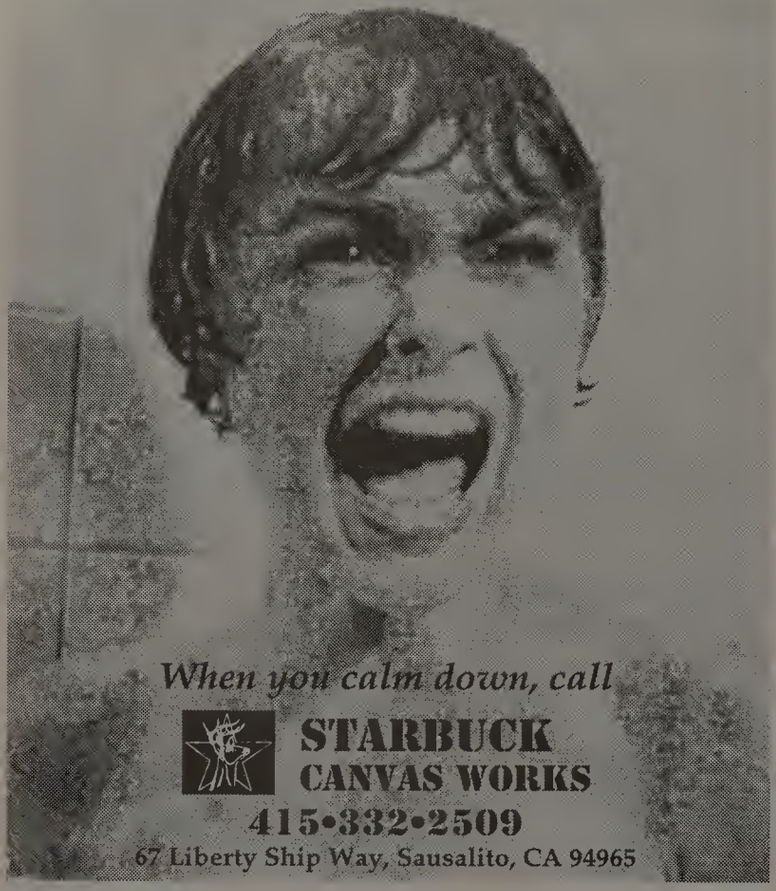


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LETTERS

⇑⇓A ROLE IN DEVELOPING FACTORY TRAWLERS

You guys are great! I've thoroughly enjoyed reading the many *Profligate's Progress* reports that have appeared in *'Lectronic Latitude* this winter, and I grab a copy of the magazine whenever I can here in Seattle.

With regard to the recent photos of the mega motoryacht *Reverie* that recently appeared in *'Lectronic*, you may find it interesting that Kjell Inge Røkke, her young owner, got his start in commercial fishing. I have been led to understand that on his way to building a multi-billion dollar empire, this Norwegian played a significant role in the development of factory trawlers which, according to many activists, 'strip mine' the oceans. Apparently, they often net dolphins and other sea life, who don't survive.

If this is indeed true, I would find it to be another of life's great ironies. For while *Reverie* is sitting in the beautiful waters of a tropical paradise, Røkke's efforts to accumulate the wealth to acquire the boat leave a legacy of marine destruction in other places around the world.

I'm not writing this to be critical of the story — I love seeing magnificent vessels — I just thought you might find it interesting. Keep up the great work warming those of us stuck in colder climates with your fantastic adventures!

Jeff Browning
Seattle

Jeff — We'll try to look into how Røkke made his fortune. But if the facts were correct, the irony would not be unique.



LATITUDE / RICHARD

Could the environment sustain every individual in the world owning a yacht like this?

Remember the claimed commitment to the world's environment on the part of Seattle's OneWorld *syndicate in the last America's Cup. It was funded primarily by the McCaws of the Pacific Northwest. Well, we were in St. Barth a couple of winters ago when one McCaw brother had a new 350-ft motoryacht with a new 72-ft sailboat on deck, and another had a 300-ft motoryacht. Oh yeah, they also brought a 118-ft daysailor and their private 727 jet. When* OneWorld *later ran a little low on money, Microsoft cofounder Paul Allen chipped in. This is the same fellow who now has a new 419-ft megayacht, might have bought one of the McCaw brother's yachts, and we think still has his original 200-ft megayacht* Meduse. *If we're not mistaken, his private jet is a 757. For such a group of folks 'living ultra large' to claim to be committed to the environment seems just a little ironic, wouldn't you agree? Sort of like some politicians who are worth hundreds of millions bemoaning the fact that some children are starving. How deep can one's committment be if one is a major part of the problem?*

⇑⇓MEXICO OR ANGEL ISLAND

While returning to our slip last Sunday after spending the weekend at Angel Island, we spotted a small cruise ship in the Oakland Estuary that looked familiar. As our approach

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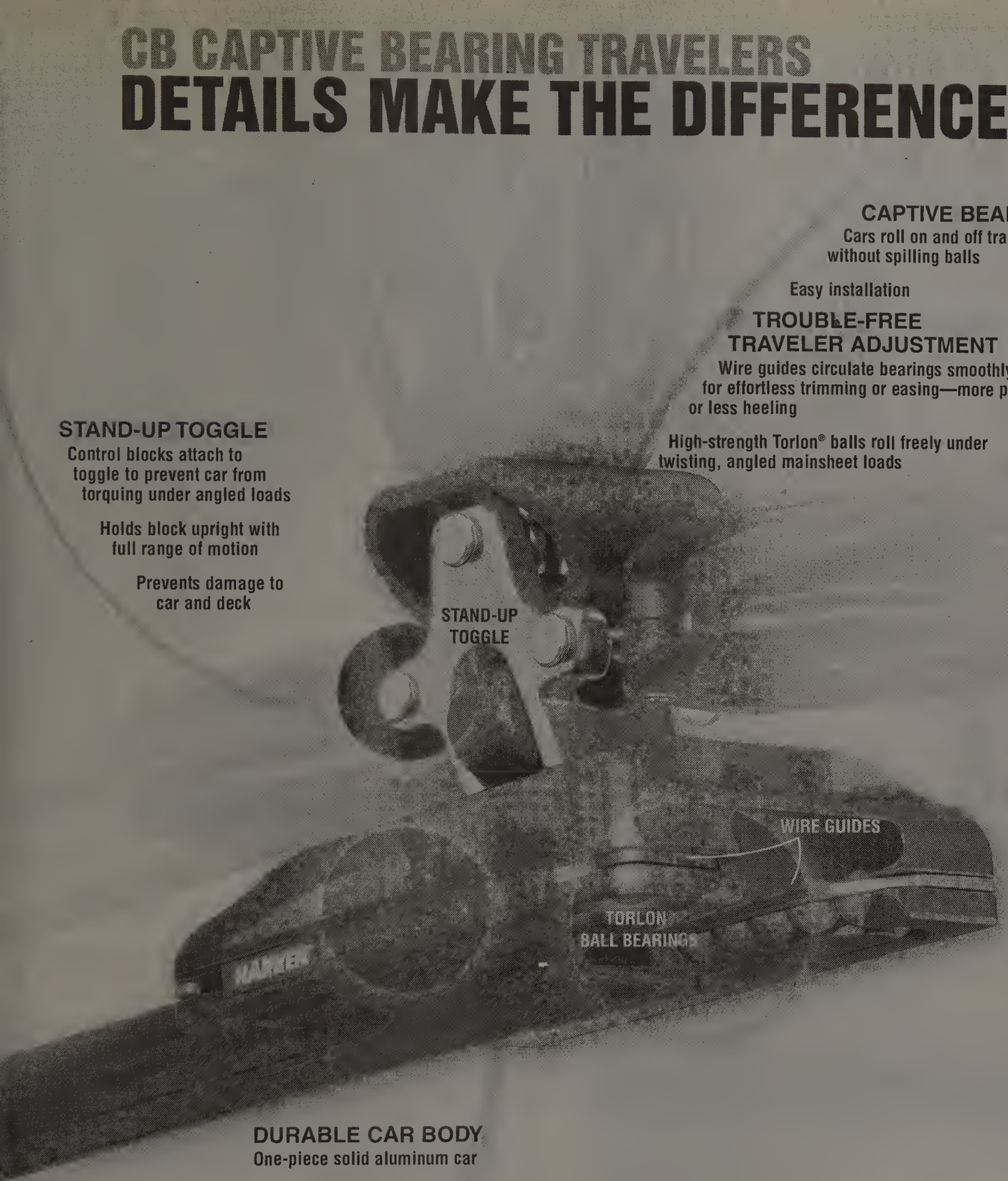
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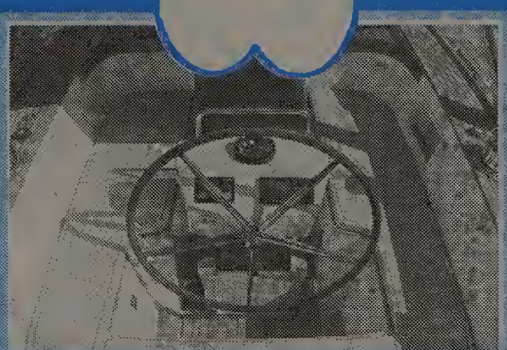
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LETTERS

brought us close enough to read the name, we realized that we had indeed seen her before. It happened a couple of years ago in the Pto. Ballandra anchorage at Isla Carmen in the Sea of Cortez, when she dropped her hook off our stern. As she settled in, an announcement was made over the VHF that all of the cruisers in the anchorage were welcome to join them in the Sunrise Salon for breakfast. Unfortunately, Bruce Winship on the Alameda-based Crowther 33 *Chewbacca* wasn't able to disguise his voice well enough to fool any of the cruisers into making fools of themselves. But the humor wasn't lost on any of the eight or so cruising boats there with us.

Russ & Catherine Otto
Fainche, Catalina 34
Island YC / Back In Alameda

⇑⇓LOOKS LIKE SHE WAS SAILING BACKWARDS

I hope I'm not too ignorant or the only one confused, but I don't understand the photo in the February 13th *'Lectronic Latitude*, the one with the following caption: "As we sailed down to St. Martin, we crossed paths with the 'windjammer' *Polynesie*, taking a new load of tourists to St. Barth. Reefed down, she was looking good and moving fast — although she may have had her engine on."



LATITUDE / RICHARD

It looks like 'Polynesie' has four main set backwards, but they're actually staysails.

Polynesie has four masts, and four sails displayed, one of which is a small jib in front. The other three, however, are reefed mains that are rigged backwards! I'm guessing her engine was indeed running, for otherwise it looks as though she'd be sailing stern first! I don't understand and would love an explanation. Many thanks.

Ian MacLean
San Francisco

Ian — When the wind blows really hard, as it was this day, the Polynesie *doesn't set any of her mainsails, but rather sticks with a series of small staysails. We can see how you were confused, as they actually do look a little like mainsails set backwards. But these sails were drawing well, and she was really moving along.*

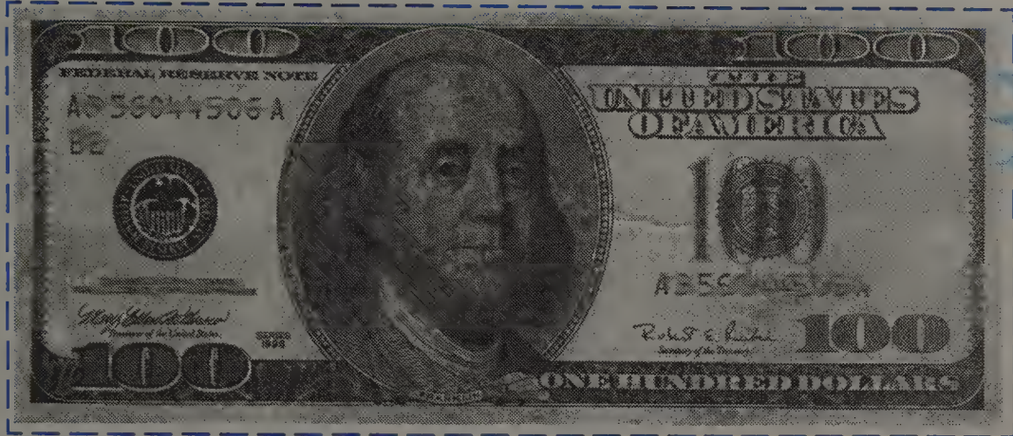
⇑⇓THE WIND AND THE DASHEWS

While reading the latest *Latitude*, I noticed your response to a reader with weather comments from us. For the record: the Northeaster which we experienced while at Mexico's Cedros Island blew a steady 55 to 65 knots. The higher winds were off the bottom end of the island where there was an orthographic acceleration from the shape of the hills, which increased the wind to something significantly more — our anemometer dial topped out at 60 in those days. We might have had a minute or so of 80 knots. But seas were calm.

The worst weather we've ever seen was in a fall storm off the North Carolina coast while heading south toward Cape

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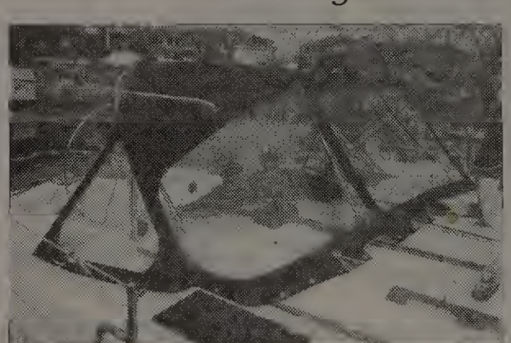
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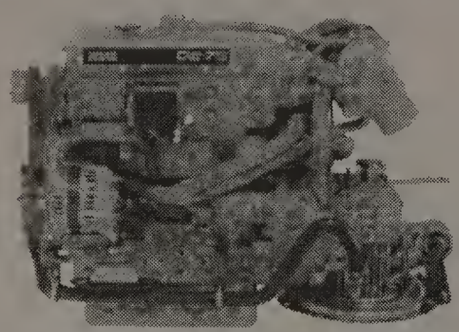
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LETTERS

Hatteras. We had a steady 65 to 70 knots for about 18 hours. It wasn't that bad except the waves were breaking because the inboard edge of the Gulfstream was running against them. We experienced this weather aboard our Deerfoot 62 *Intermezzo II*, and had actually been looking for bad weather in which to test the boat. While we had no problems, it could have been serious for a smaller boat.

The only other blow of note that we've been in was between Madagascar and Durban, South Africa. This one wasn't that strong, 45 to 55 knots, but it blew for a couple of days and was against the Aghulas Current. This was when we had our 50-foot *Intermezzo*, a Columbia 50 with a Cruising Club of America (CCA) type hull. The problem in this case was the seas, which were very steep and breaking. Again, we had no problems, but there were two boats nearby that were not so fortunate. One suffered a complete knockdown and the other was rolled.

These storms should be looked at in the context of our having sailed more than 250,000 miles offshore — most of it done without benefit of weatherfax, router, satellite images, and so forth.

You also mentioned our passage from Panama to Curaçao four years ago. While it was not a pleasant trip, and was mostly on the wind, we never saw more than 40 knots, and this for only a short period. Most of the time the breeze was 25 to 35 knots. What made the passage interesting was the usual steep seas and the adverse current. We just buckled down and got on with it, heaving-to once to cook a nice meal, but otherwise pressing on. It took us four days.

Steve Dashew
Arizona

Readers — Steve and Linda Dashew have a new boat. She looks like a motoryacht version of Beowulf, *their last sailboat.*

⇑⇓RATING WOOD BOATS

Where would we find PHRF or provisional ratings for wooden boats? I tried the PHRF site, but only a few wood boats were mentioned. We're trying to rate boats as diverse as a Crocker 36 and an Atkins cutter built in 1934. Any help would be appreciated.

Andy Kopetzky
PMYC Race Co-chair

Andy — In most instances, PHRF (Performance Handicap Rating Formula) ratings are based on historical race data. In cases where there isn't such data, or a boat is new to racing, the PHRF committee assigns the boat a provisional rating based on similar boats until a history is built up.

Most wooden boats don't have PHRF ratings because they don't race, or only race in wooden boat events whose committees assign their own ratings and whose results aren't evaluated by a PHRF committee.

⇑⇓BUYER BEWARE, WITH MANAGEMENT PROGRAMS

I wrote a few years ago when I owned the Kennex 445 catamaran *Whisper*, which we kept in the BVI's under the management of Tradewind Yachts. I'd be surprised if you remember our conversations, but we were pretty unhappy about how the boat was being kept up, and the accounting of income and cost reports that we received from the company.

You and I spoke about moving my boat *Whisper* down through the island chain, taking the boat out of charter, and potentially bringing her back home to Sausalito. In December of 2002, we decided to pull the boat from Tradewinds and

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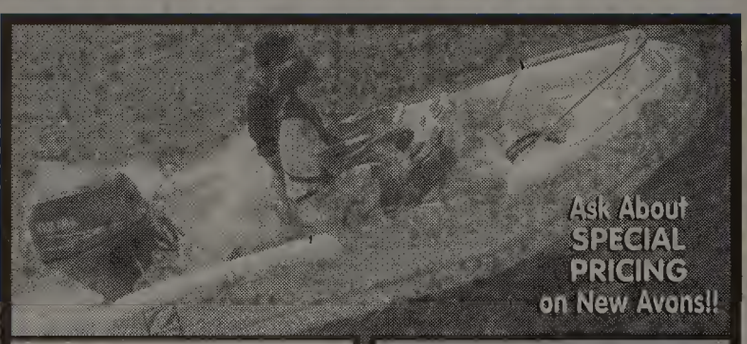


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LETTERS

simply sell her.

Last month, after the BVI government closed down Tradewinds' operations in the islands, the company announced they were going to close their doors. You can read Tradewinds response by going to their web page at *www.tradewindyachts.com*. This company had been in business for over 20 years.

My contacts in the islands report that all the dinghies are gone from the docks, one employee was apprehended for taking outboards, and another for removing computers from the office. We heard that there were at least four boats out on charter that were not aware the company had ceased to operate. How scary it must be for the owners of the boats that were under the care of this company.

I feel like we dodged a bullet. Anyone thinking about putting a boat into a charter management program needs to consider the longterm financial well-being of the company. If you ever decide to do a story on chartering — from an owner's point of view — I'd be willing to contribute.

By the way, I've loved your reporting from the Caribbean this winter. For years my family and friends really enjoyed sailing through the Caribbean, and look forward to getting back as soon as possible.

Jim Robinson
Northern California

Jim — Thanks for the good advice — and the compliments about the Caribbean coverage.

⇑⇓HE CAN'T FIND CREW, I CAN'T FIND A CREW SPOT

In the March issue there was a letter from Glenn Damato of the Redwood City-based *Serenity*. I was intrigued by his description of his skills and the problems he found in finding crew. He's a skipper who can't find a crew, and I'm crew who can't find a good boat. I typically try to sail out of Redwood City Marina, so when I saw that his boat was in Redwood City, it sounded like it might be a good match.

So in keeping with your suggestion that he start building up for his trip to Hawaii by taking short sails down the California coast, I thought that this might be an area where I could help. One problem, no contact information. Could you tell him that I can be reached at *david_mcfeely@agilent.com*. I might want to help out.

David McFeely
Redwood City

David — Just a reminder to you, Glenn, and everyone else: Our staff is too small to dig our info like this after the fact, but we have Crew Lists and Crew Lists Parties twice a year in an attempt to match up skippers and crews. In August, our Mexico-only Crew List forms will appear in Latitude. *The corresponding Mexico-Only Crew List Party will be held Wednesday, October 6 at the Encinal YC.*

Readers — We've received massive amounts of mail in recent months and haven't had space to run it all. We'll try to include some of those letters in future issues. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to *richard@latitude38.com*. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.


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LOOSE LIPS

Sea Scout fundraiser.

The Sea Scout Ship *Steeves*, a 65-ft diesel trawler, will serve as the communications vessel for the 2004 West Marine Pacific Cup race from San Francisco to Kaneohe Bay, Hawaii this July. *Steeves'* mission is to keep track of the more than 65 boats in the race (via morning check-in calls), to relay those positions back to race headquarters, and to coordinate any needed assistance.

Steeves skipper Jim Bosso will have eight adult officers under his command, and 13 sea scouts, aged 14 to 17. The latter participate in all aspects of ship operations, including cooking, maintenance, communications, watch keeping and navigation.

The sponsoring organization of the *Steeves* and its associated Sea Scout activities is Sea Exploring Youth Activities, Inc. Its chartering organization is the Santa Cruz Host Lions Club. The Steeves will use approximately 5,000 gallons of diesel fuel for the round trip. This is a major expense for the Sea Scouts, and they are working hard to raise funds for the fuel. To date, $7,000 has been raised; another $5,000 is needed. Anyone wishing to lend a hand can make a tax deductible donation to Sea Exploring Youth Activities, Inc. at 200 Linden Street, Santa Cruz, CA 95062.

The *Steeves* was built in 1962 in New South Wales, Australia. The Federal Government took possession of the boat in 1977 in a DEA forfeiture. The U.S. Navy had possession of the ship from 1977 to 1985 when it was given to the Piedmont California Council of the Sea Scouts. In 1998 the ship was transferred to the current group in Santa Cruz, California. It entered the Santa Cruz harbor for the first time on May 24, 1998. The ship has been completely reconditioned by the Sea Scouts, their leaders and volunteers. The Steeves is a living testimonial to the success of the Sea Scout program and demonstrates what can be done with the cooperation and hard work of the volunteers, scouts, and sponsors like the Santa Cruz Host Lions Club.

Did you know. . . .

Many of you may know that *Sloop John B*, probably the most famous sailing-related song in pop music history, was an old Caribbean tune from the 1920s or '30s before the Kingston Trio revived it and the Beach Boys immortalized it. What you might not know is that — apparently — it was also a real boat! According to several accounts we found, its bones apparently lie imbedded in the sand in Governor's Harbor, Nassau.

We were unable to find out much more about the *John B* or how she met her end. But the unlucky theme of the song seems to have followed her during her life, as well. Here's what one internet poster gave as the reason:

"The bad things that happened on that sloop were all the result of naming it *John B*. In Afro-Carribean culture, nobody with a surname beginning with "B" (supposedly) will name a son "John," because the result ("John B") sounds too much like "jumby" — a west African term referring to an undead thing that we've anglicized to zombie."

While we're on the subject.

The Beach Boys band apparently owned several yachts over the years, including the first of only three Bruce King-designed Islander/Tradewinds 55s. That boat — which was reportedly still sailing in the late '90s — was unique in that it had a 16-track recording system, an electric piano and a bathtub with jacuzzi.

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LOOSE LIPS

Lighting up.

You think people are angry about going to war over nonexistent WMDs? Imagine how the public might have felt if they realized in 1898 that we got into the Spanish-American War due to even weirder misinformation. It seems now virtually certain that Spain had nothing to do with the explosion and sinking of the battleship *Maine* in Havana Harbor in February of that year. In fact, the ship very probably 'sank herself' when a coal bunker spontaneously combusted.

What does that have to do with recreational boating? Well, it turns out that spontaneous combustion is still implicated in boat fires and loss. In a study by *Seaworthy*, a damage avoidance magazine published by BoatUS Marine Insurance, reporters found "hundreds, perhaps thousands of hits" on the internet that warned against the spontaneous combustion of. . . charcoal. That's right, the bags of stuff you pour into the barbecue. The belief was, when wet, charcoal could supposedly burst into flames on its own, just like coal. Since the cause of many boat fires is not traceable, it seemed to make some kind of sense.

Thing is, *Seaworthy* investigators could not find any hard evidence that it actually occurred — just lots of warnings from reputable organizations, including many fire departments. Then they found a study conducted by a UC Berkeley researcher that seemed to answer the question definitively.

P.J. Pagni's research (sponsored by the National Fire Protection Association) in 2002 found that the largest commercially available bag of charcoal briquettes (20 lbs.) cannot self-ignite at a temperature below 250 degrees. Of all the tested variations — size, different formulations, addition of water or dry wood, aging, and different bag configurations — none raised the bag to anywhere near 250 degrees. At normal temperatures (approximately 77 degrees fahrenheit), Pagni's data showed that a bag of charcoal briquettes would have to exceed the volume of a typical house to self-ignite.

Pagni's conclusion: "spontaneous combustion of charcoal sold to consumers is not a possibility because of its processing, small quantity and container."

So why do so many boaters — and firefighters — believe that charcoal can spontaneously combust?

Well, remember the *Maine*.

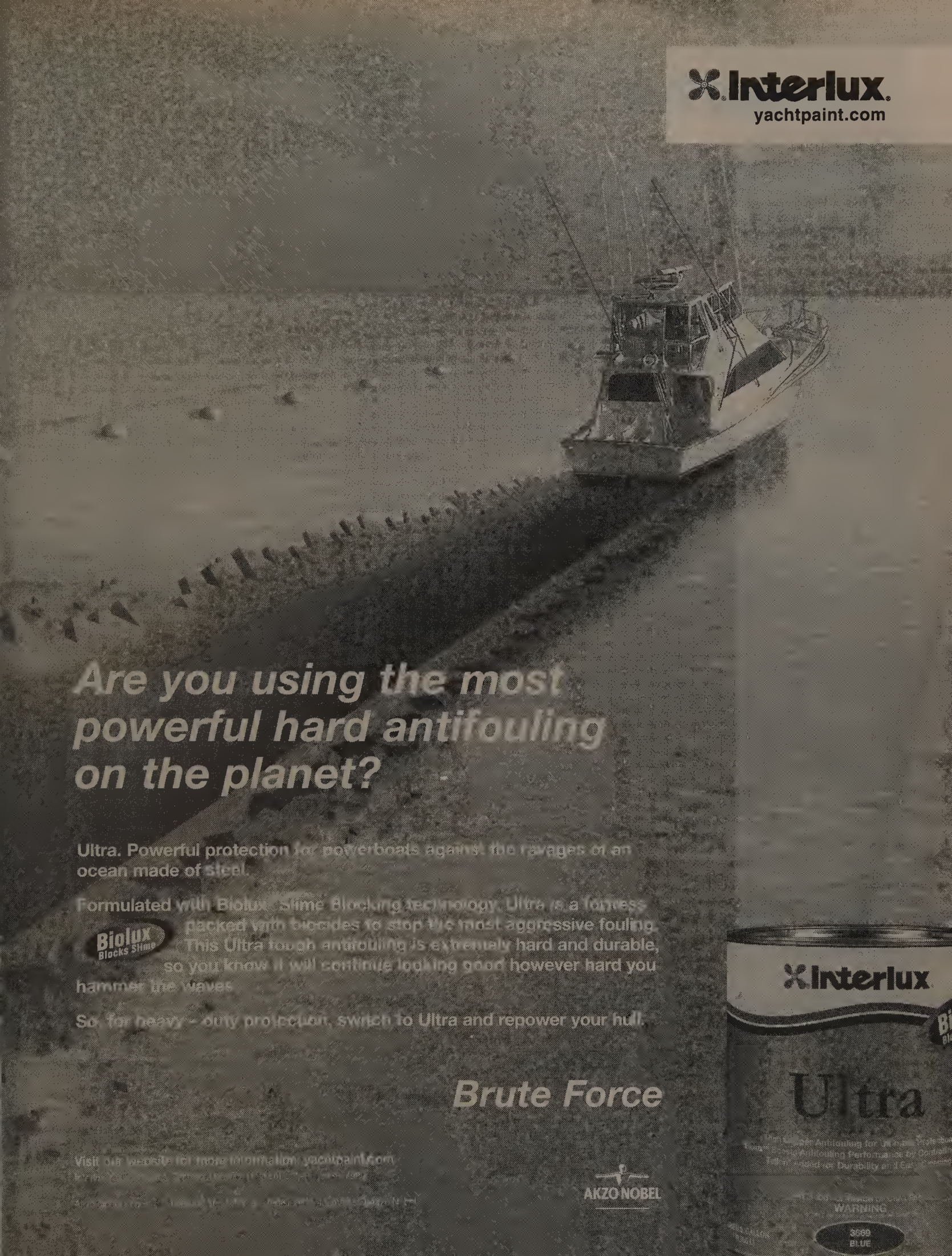
"Charcoal's first cousin, coal, has a well-documented history of self-combustion when damp or stored in large quantities," says BoatUS marine insurance technical director Bob Adriance. "It's likely that since the two are similar looking, have similar burning characteristics and even similar-sounding names, the combustion properties can easily be confused."

Cal Sailing Club alumni party

If you're among the thousands of sailors and windsurfers who have sailed out of Berkeley's Cal Sailing Club, you're invited to CYC's First Alumni Party. The event is set for Saturday afternoon, May 22 on Angel Island, and is the first of its kind, according to CSC Commodore Saul Schumsky.

"The idea is for past members of Cal Sailing Club to come hang out, share some boating stories, and have a bit of fun with current members," said Schumsky. "This might be the start of our very own alumni group, and what better way of doing that than to have a potluck barbecue and boat raft up at Angel Island?"

Several past and current club members plan to make the trip by sailboat, and some will take crew for the ride. Additional access will be available by ferry. Details and signup information are available on the club's web site: *www.cal-*


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LOOSE LIPS

sailing.org/alumni/.

Cal Sailing Club is a non-profit cooperative with a 60-year history of teaching sailing and windsurfing in the Berkeley Marina. The club is open to the general public. "We are the cheapest, longest-lived and arguably the best place to learn to sail and windsurf on the Bay," said Schumsky. The collective nature of the club means member volunteers perform most of the club's duties, including teaching.

Many of Cal Sailing's alumni are still active sailors and windsurfers, and some are quite accomplished, including windsurfers Robby Warwick, Drew Farrier and Cindy Reiss, dinghy sailors Pete Scarup, Wolfgang Storch and Armond "Arnie" Nirdlinger, and such big name talent as Tom Blackaller, Lowell North, Gary Mull and Dick Newick

Gaffe-rigged.

We've heard that some people consider the typos in *Latitude* to be "charming." Hate to disappoint you, but as our proofreaders get better, fewer and fewer are slipping through. But just so you don't think we're losing all our charm, here are a few of the more amusing ones they've caught over the past few months. . .

— "He heard the tune of the **bosom's** whistle..." (bosun's)
— "Come celebrate the **gran dopening** of the marina..." (grand opening)
— "We enjoyed **testy** little snacks..." (tasty)
— "It's fun to **sin** occasionally while on watch..." (sing)
— "He was planning to **retract** his route..." (retrace)
— "The boat was rated for 49 **gusts**. . . " (guests)
— "He got a bill from the **Cost** Guard..." (Coast)
— "We were members of the Sausalito **Cursing** Club..." (cruising)
— "Some boats are only **fat** when it blows..." (fast)
— "We enjoyed Boston **muscle** chowder..." (mussel)
— "We were passed by a **Dubious** 40..." (Dubois)
— "Sailing a **Fart** 40 is a tough act to follow..." (Farr)

Kids interrupting sailing.

A few issues ago we asked readers to submit stories of raising kids on boats. More recently, it came to our attention that many people who have kids not only don't take them sailing, they (the parents) actually stop sailing, sometimes for 15 or 20 years until the kids are grown, then start again. The phenomenon has been a head-scratcher for marine industry officials for years, and it's one for us, too. Granted, having kids changed our itinerary from coming home late by ourselves, cold, tired and drunk, to coming home early with a passel of kids, cold, tired and with a sugar buzz — but it never crossed our minds (well, actually thinking back we can't say *never*) to quit sailing. It was just a different type of sailing with admittedly a lot more emphasis on safety.

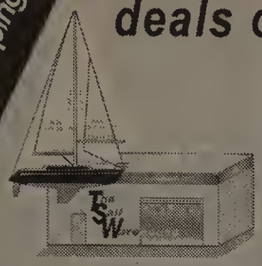
We'd be interested to hear from readers who experienced this 'lost time' phenomenon with their own kids and sailing. Please address why you quit, what you *did* do for recreation for all those years, and what brought you back to sailing. Email responses to *editorial@latitude38.com*.

America's Cup auction.

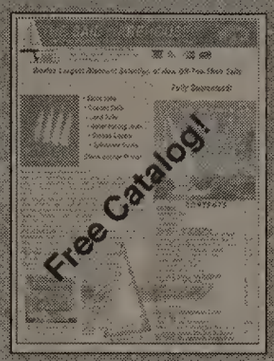
As we went to press, the bidding for title sponsorship of the Sausalito YC America's Cup effort was coming down to the final hours on eBay. Amazingly, 10 (pre-qualified) bidders had brought bidding to $20 million, but with a few hours left, were still well short of the 'buy-it-now' reserve price of $36 million. We'll let you know how it turned out next month.

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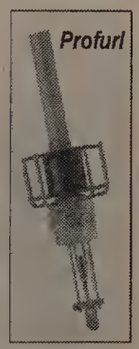
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Santana 22 Mainsail	$435

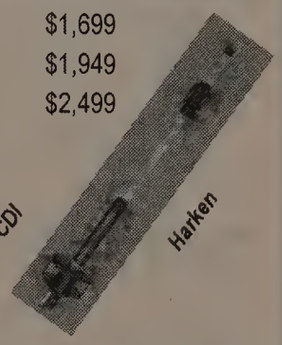
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an islander unto itself

The fortunes of one-design classes ebb and flow like the tides under the Golden Gate. Some older classes turn in solid numbers year after year, while other, more modern ones slowly fade from the scene. Once such a class starts slipping, it's virtually unheard of for it once again to return to the forefront.

Well, so much for "virtually". The Islander 36 class has not only returned, this year they expect to put more boats on the starting line than they did in their heyday of the mid to late 1980s!

Alan Gurney designed the boat, and Islander Yachts in Costa Mesa started cranking them out in 1970. (If Gurney's name sounds familiar, he also penned the lines for a moderately successful little yacht called *Windward Passage*.) By the time Islander filed for Chapter 11 fifteen years later (another possible victim of the ill-conceived "luxury tax" imposed then), some 750 of them had been built. About 120 reside in the Bay Area.

Although her status as the premier 'big' ODCA class passed a long time ago, the I-36 never lost her one-design status. But in the late '90s, she was coming close. Even getting five boats (the minimum required to retain one design status) to show up regularly was getting difficult, and it looked as though the 36 would soon fade into the HDA ranks where so many other one designs live out their 'golden years.'

Gold of another type was found by fleet fathers about three years ago. Their story might be an inspiration to other fleets who find their numbers falling off.

"The Association basically decided to appeal to a different group," says current I-36 Fleet Commodore Harry Farrell. "We started a non-spinnaker fleet."

continued on outside column of next sightings page

bay area

Ready or not, summer's just around the corner and the sailing season is upon us again. Whether you're new to Bay sailing or a jaded old salt, there are scores of weekend — or week-long — 'cruising' destinations within hours of any marina on the Bay. Here are a few of our favorites.

* ***San Francisco*** — Kind of a 'given' for visiting sailors, but don't you locals pass up the City, either. Guest slips are always available at Pier 39 (touristy, but kids and out-of-towners will love it). A bit farther down the peninsula is South Beach harbor, where you can tie up and walk over to the ballpark to watch Barry Bonds chase the Babe's mythical record. Want a really fun outing? Dinghy over to McCovey Cove and vie with the hard-core fanatics to try and catch home runs when they come over the right-field wall.

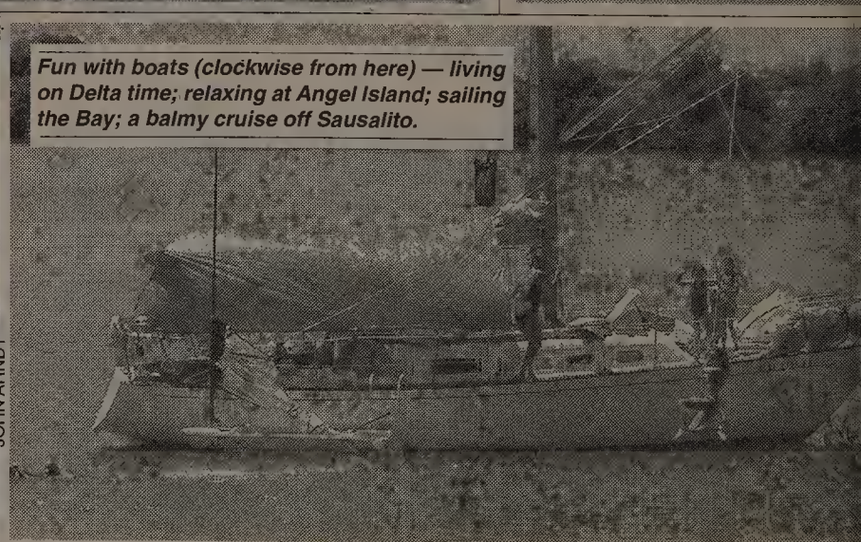
* ***Angel Island*** — Alcatraz gets all the tourist press, but Angel Island is the crown jewel of Bay Area islands. Activities ashore include nature or history hikes, biking and barbecuing. For a small fee, you can tie up to the dock (days only) or a mooring can at Ayala Cove or around the backside, which — since it's out of







JOHN ARNDT



Fun with boats (clockwise from here) — living on Delta time; relaxing at Angel Island; sailing the Bay; a balmy cruise off Sausalito.

destinations

the wind, stays warm and Mediterranean-like most of the summer.

* ***Oakland-Alameda Estuary*** — Lots of things to see, lots of places to tie up, lots of services, great flat-water sailing — the Estuary has it all. To really impress out of town guests, tie up in front of one of the fine restaurants at Jack London Square and treat them to dinner.

* ***Sausalito*** — Funky, charming and friendly, Sausalito has many marinas with guest slips, many great restaurants, and many services. As the last bastion of liveaboards, houseboats and wooden boat building on the Bay, there is plenty to see. And, if you make it downtown and have *lots* of money, plenty to buy.

* ***The Delta*** — Imagine sailing through a 'star gate' from the Bay right onto Mark Twain's Mississippi. A Delta cruise can be a lot like that. It's warm, often remote, and time seems to have sputtered to a stop there about 1950. Grab one of Hal Schell's info-packed charts and go anywhere that looks interesting — just pay attention to channel markers or you'll go aground. Added benefit: the fresh water kills most of the junk on your bottom.

I-36 — cont'd

Believe it or not, that's apparently all it took. From near-oblivion, the Islander 36 fleet picked up a couple more regular starters in 2001, fielded 10 to 12 in 2002, had 16 to 18 last year, and this year is projected to put as many as 24 boats on the line. The phenomenon has made the Islander 36 — for the second time — the fastest-growing one-design fleet on the Bay!

Farrell actually says it's a threefold phenomenon. The non-spinnaker division is a big part of it. The second part is that the Islander 36 is a great family boat with a spacious interior. ("The nice layout and easy access made this one of the first designs that really appealed to women," he says.) The third part is affordability. Fixer-upper I-36s start around $20,000, decent turn-key boats are in the $35,000 range, and pristine examples go for around $60,000. Any of these might come with a dozen or more bags of sails, depending on the boat's racing heritage.

Although many older owners still have their original boats, the demographic is moving south, with most new owners in their 30s and 40s. Many are moving up from smaller boats, and many have kids.

We'll interject our own 2-cents worth to say that a fourth and fifth reason the class may be doing so well is a strong organization and one of the best websites we've ever seen for any class.

As far as the organization, the local I-36 Fleet also serves as the National headquarters for I-36'ers across the country. Slightly more than half the members are out-of-towners. A quick glance at the website (*www.sailingsource.com/islander36*) reveals tons of seminars, clinics, workshops, guest speakers and other attractions to keep people interested, learning and making new friends.

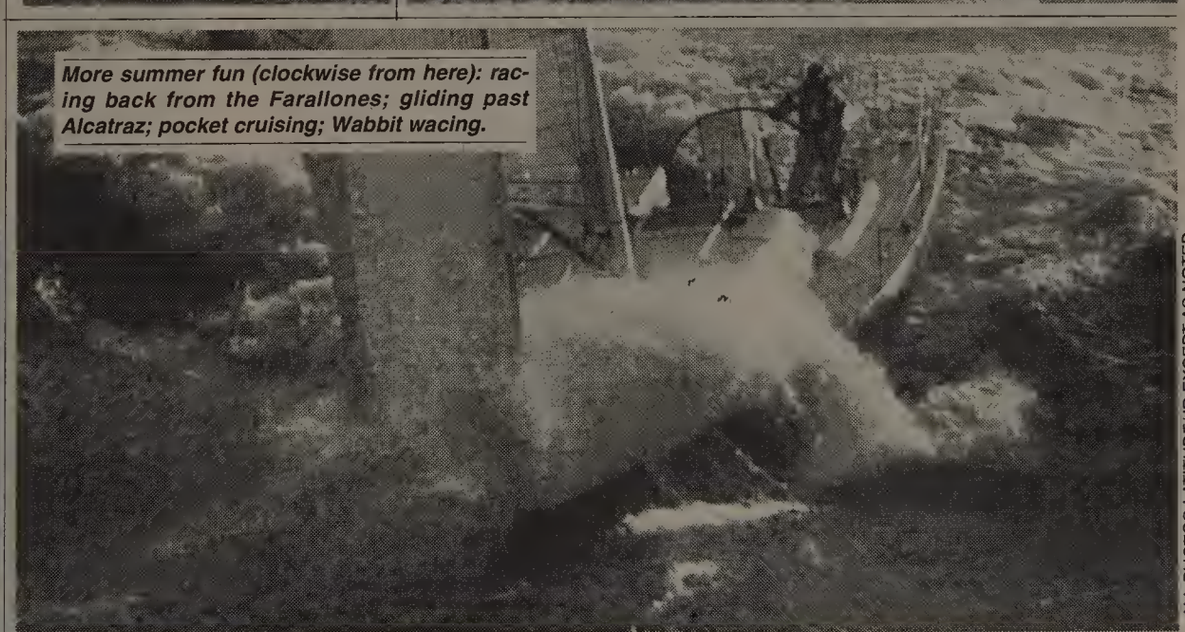
And active. For the upcoming 2004 season, there are 25 weekend

continued on outside column of next sightings page









More summer fun (clockwise from here): racing back from the Farallones; gliding past Alcatraz; pocket cruising; Wabbit wacing.

LATITUDE/ROB

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

I-36 — cont'd

events planned — 14 cruises and 10 races. "That leaves only 8 weekends to do boat maintenance!" laughs Farrell.

Although outlying fleets lack the cohesiveness of the San Francisco bunch, there are pockets of Islander 36 activity all over the country — Texas, Great Lakes, East Coast, and of course Southern California, where most of them still reside. There's even a member from Kansas.

The Islander 36s biggest fleet since the 1980s — actually, maybe their biggest fleet ever — debuts at the Vallejo Race on May 1. And there's a bit of an inside joke going on that bears some explanation. When *Sail* magazine's West Coast Editor Kimball Livingston gave a talk to the fleet awhile ago, they asked if he might mention something about the resurgeance in an upcoming issue. "Show me the bacon," was Kim's retort. People holding "Show Kimball the Bacon" signs aboard their boats have been forwarding photos ever since. And we know of at least one large banner with the same catchphrase that will be flying on race day. There may be others.

Welcome back!

stone boat yard

The San Francisco Bar Pilots, begun in 1835, is the oldest continuously operating private enterprise in California. Coming in fourth or fifth is Stone Boat Yard, begun by W.F. Stone in 1853, back when they were still digging for gold. We are sad to report that, after 151 years, Stone's closed down last month, a victim of safety and environmental mandates, and tough economic times.

Originally on the site of Sam's Restaurant in Tiburon, the yard moved once to San Francisco and then, in 1941, to its present location in Alameda. By then, W.F.'s son Lester ran the place. Wooden boats by the hundreds were built and repaired there. By 1985, Bill and Grace



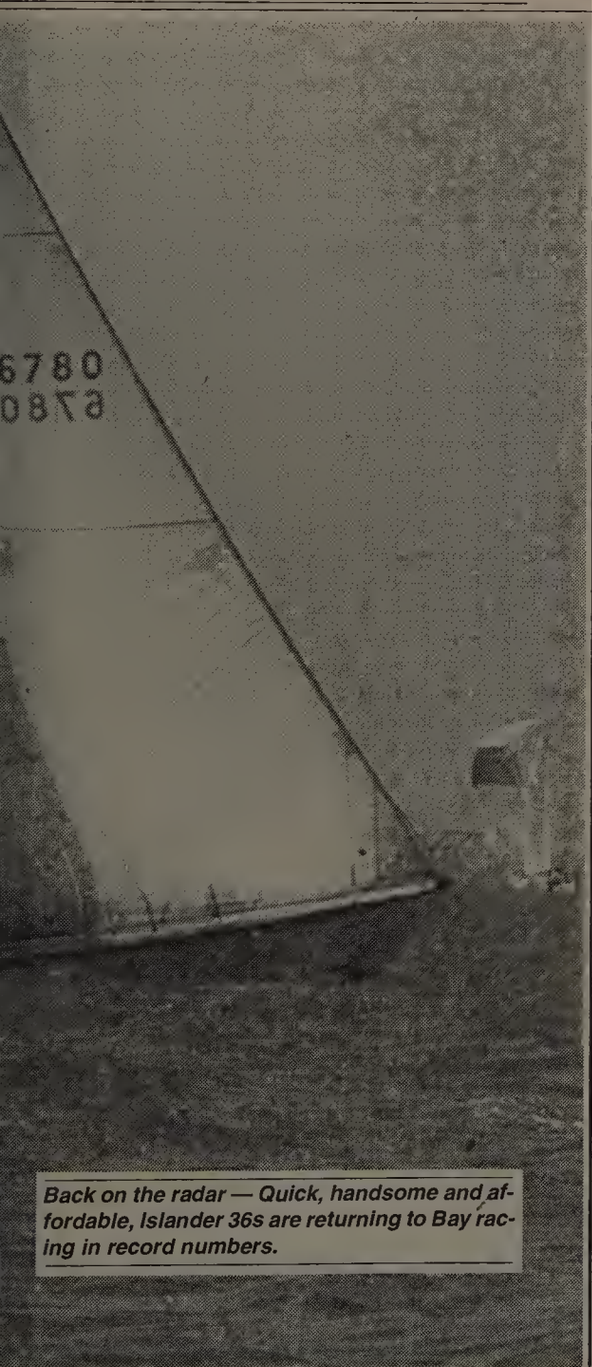
closes after 151 years

Bodle bought the place and continued the tradition of repairing large craft, both commercial and private.The Bodles sold the yard to David Olson in 2000.

Things have been tight in the last few years. But it was a city requirement for a filtration system for the marine railway, along with the skyrocketing cost of worker's comp that finally forced Olson to pull the plug. The yard officially ceased operation on April 9. Chris Craft California will still operate there, and it's hoped other businesses may fill the buildings, but Stone's as a working yard is history.

There is what can only be described as a treasure trove of drawings, tools,

continued middle of next sightings page



Back on the radar — Quick, handsome and affordable, Islander 36s are returning to Bay racing in record numbers.

LATITUDE ARCHIVES

hogan in stitches

We've heard fish stories before, but Hogan Beatie's tops them all. The 34-year-old professional sailor was riding in *Pyewacket*'s 36-ft protector when he was attacked by what appears to have been a barracuda — in the boat!



COURTESY HOGAN BEATIE

Barracuda — 1, Hogan — 0.

The incident occurred on Wednesday, April 14, in the late afternoon. Beatie and three or four other *Pyewacket* crew were blasting out to sea from *Pyewacket*'s base in St. Maarten at about 30 knots. Hogan was not driving, but was standing in the stern of the boat on the port side, wearing only shorts. All of a sudden, there was a loud *whap!* and Hogan felt like he'd been kicked hard in the gut. Out of the corner of his eye, he saw the tail of a fish fly over the other side of the boat. Then he looked down to see blood flowing from a stomach wound. The fish had taken a chunk of skin from his belly!

The worst of several cuts was an inch deep and four inches long. Fortunately, no organs or muscles were damaged. (Hogan thanks his slight beer belly for that.) Also fortunately, *Pyewacket* shore crewman Mauricio Rubio was aboard the protector. A nurse, Mauricio was able to stop the bleeding with towels as the Protector blasted back to the dock, radioing ahead for an ambulance to meet them.

From there, it turned into a typical Caribbean Adventure. The two ambulance guys took one look and said, "We need to take you to the hospital on the French side." At the French hospital, nobody spoke English. They were convinced that Hogan had been in a knife fight and wanted to call the *gendarmes*. Ultimately, Hogan's wounds were closed up with between 50 and 60 stitches.

After some thought, the only reason Hogan could come up with for the attack was the Casio watch he was wearing on his left wrist. "With our Northerly heading and the afternoon sun, the reflection off the face would have been reflecting down into the water at about a 45-degree angle, and the fish hit my abdomen very near to my left wrist," he says.

It's well known that barracuda are attracted by sparkly things.

Hogan tried to go back to work the next day — besides being mastman aboard *Pyewacket*, he is in charge of maintenance on all the winches — so the crew decided to fly him home for a 'forced recovery'. He arrived in San Clemente a couple days after the incident, where he's convalescing with his fiance, Mariah. Hogan will rejoin *Pyewacket* in June for the Bermuda Race.

frankly scarlett, you nave no rudder

The 2003 Baja Ha-Ha Rally marked our return to Mexico after two years of updating our Serendipty 43 *Scarlett O'Hara* for extended cruising. The plan was to complete the Ha-Ha, then join other boats headed for the South Seas in the Puddle Jump.

My main reservations about the Pacific crossing revolved around *mal de mer*. In almost 30 years of sailing with John, I've always suffered from seasickness, and was particularly worried about this long transit. Friends tried to help me deal with my fears and, to their credit, by the time we left Puerto Vallarta on March 15, I was more resigned than terrified.

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scarlett — cont'd

Five days and 700 miles out, at 3 in the morning, our rudder broke off. John immediately set about trying to make an emergency rudder out of a piece of plywood from one of our berths. We were lying ahull through this process in 18-20 knots of wind and big seas. Needless to say, the motion was *very* uncomfortable. It took John six hours to build the makeshift rudder, two hours to attach it to the water paddle on our Monitor windvane, and five minutes for the sea to tear it apart.

During this long Saturday, we established radio contact with Don Anderson on *Summer Passage*, and our plight started making the rounds of the various radio nets. Don informed the U.S. Coast Guard of our situation, and I believe it was they who contacted the Mexican Navy on our behalf. The response from the Amigo, Pacific Seafarers, Blue Water Cruisers and Southbound nets was also overwhelming. It seemed like half the cruisers in Mexico were either clearing the airwaves for us or calling to offer encouragement.

John finally found an arrangement — motorsailing with a storm jib and double-reefed main — that allowed us to make slow progress toward Socorro Island, a bit more than 300 miles to weather. Unfortunately, at some point in the night, we managed to wrap a line in our prop. Now we were without steering *or* an engine. Plus Don Anderson was predicting a huge, windless hole extending hundreds of miles around Socorro.

What more, we wondered, could go wrong?

On Sunday afternoon we received a call from the Mexican Navy ship *Daplado*, which informed us they were on their way. They arrived around dark, and in the still big sea that was running, the boarding party they sent over all started getting seasick. Needless to say, they decided it was too rough to tow us until daylight.

In the morning, the *Daplado* informed us they would tow us to Socorro Island, where we might be able to use the machine shop at the Navy base to make a better temporary rudder that would allow us to make it back to Puerto Vallarta.

The boarding party came over again. In addition to a diver, who freed the line from our prop, it consisted of two officers, two bosun's mates and a couple of sailors who knew how to rig our vessel for the tow. Fortunately, we had 300 feet of one-inch, three-strand nylon line which was perfect for this purpose. They doubled the line and ran it under the stern, up each side, twice around the mast, and all four strands out our bow roller. This process took about 3 hours, but they did a fantastic job and were extremely professional. They kept asking what else they could do for us — food? water? But *Scarlett* was already overflowing with provisions, and we have two Pur 80 watermakers. We could probably have provisioned them!

The tow began about 10 a.m. and proceeded slowly at first. Whenever the ship tried to exceed 5 or 6 knots, *Scarlett* started slewing from side to side, making us feel the boat (not to mention our stomachs) was not going to survive her own rescue. Fortunately, they had a crew member watching us, and he was able to coordinate with the pilot on what worked and what didn't. They also checked with us by radio every few hours to make sure we were okay.

Everything went well until the next morning, when they called to say they had been reassigned to another emergency. We were to be handed off to another Mexican Navy ship, the *Zarco P112*, a supply ship. The *Zarco*'s instructions were to tow us back to Manzanillo — 520 miles to the east!

The *Zarco* crew were also extremely conscientious and attempted to tow us at a moderate speed. Even then, the boat sometimes misbehaved. It would tow straight until the towline got any slack in it or a wave hit the bow just right. Then we would careen off, 70 degrees to starboard at 8 to 9 knots, whip around, and race off to port. Then back to starboard. And on and on. The one time I kept count, the boat flailed back and forth 15 times before settling down again and towing straight — for a while. Then it was off to the races again!

With each swing, John and I looked at the bow roller to see if this

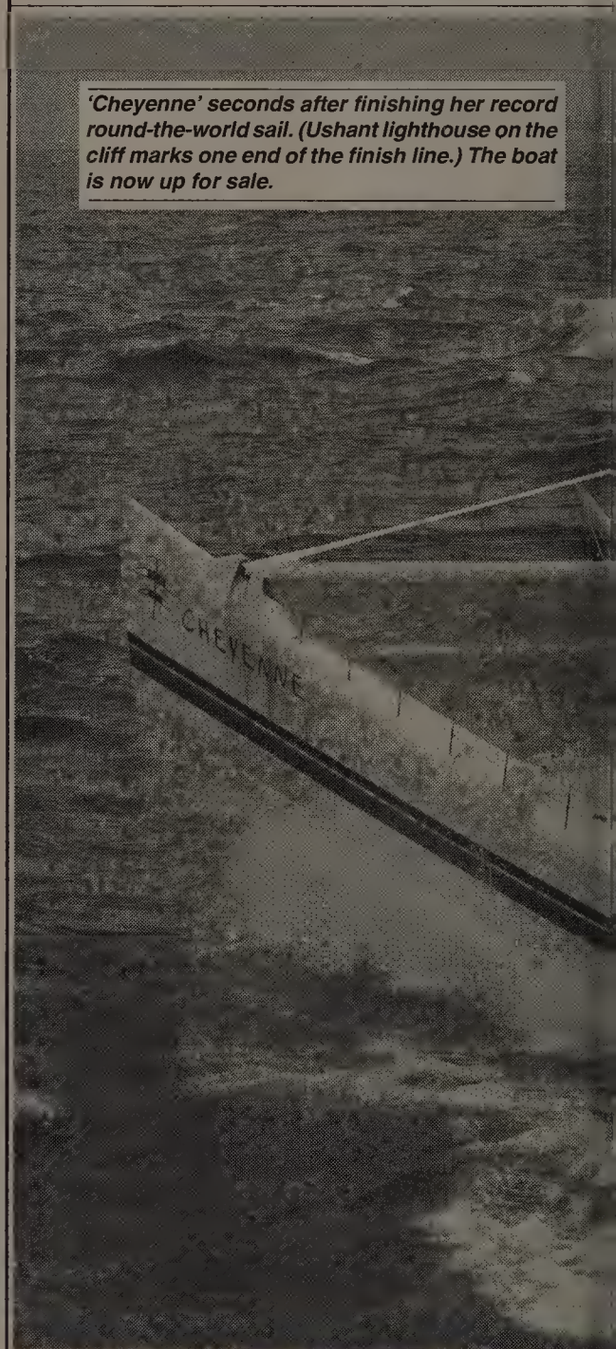
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stone's

photos and other memorabilia at the yard. But the biggest treasure of Stone Boat Yard for about the last six decades is a living one named Jack Ehrhorn. Jack, now 89, has been with the yard since 1937 and knows everything about everything there. In the last few years, he was sorting stuff out to display in a little museum at the yard. Now he'll be responsible for

fossett goes out

Below is one of the most amazing boats and amazing stories in modern sailing. It's the 125-ft catamaran *Cheyenne* crossing the finish line of her recent nonstop



'Cheyenne' seconds after finishing her record round-the-world sail. (Ushant lighthouse on the cliff marks one end of the finish line.) The boat is now up for sale.

— cont'd

preparing these items for donation to the Maritime Museum in San Francisco.

"Thanks to all the good people of the Bay for all their support over the years," says Richard Maguire, yard manager since Olson bought the place. He's the only one of Stone's 18 employees who is staying on to work the phones — until there are no more calls to answer.

on a high note

round-the-world sprint. Her new record, ratified by the World Speed Sailing Record Council, is 58 days, 9 hours, 32 minutes.

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scarlett — cont'd

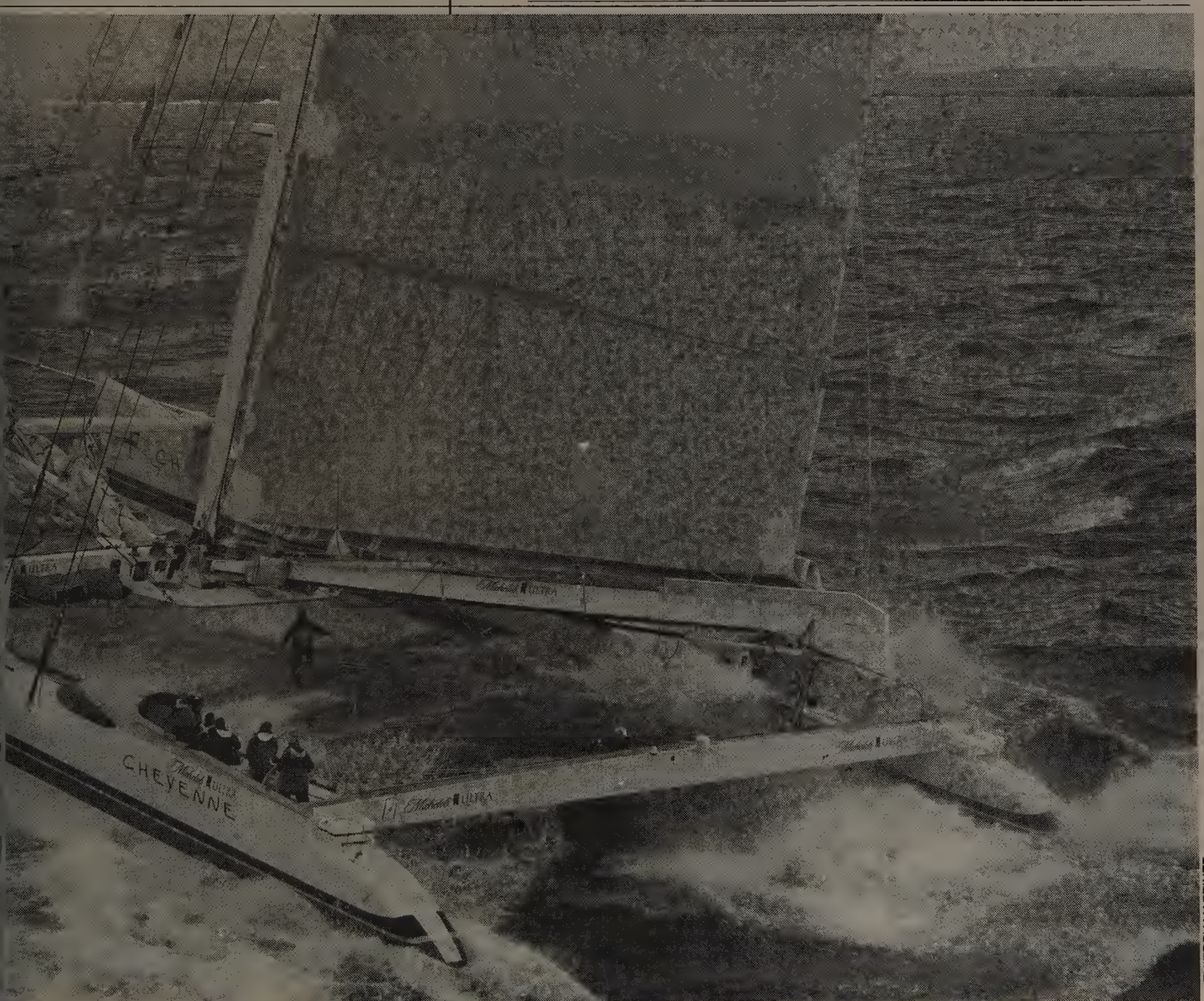
was the one that would tear it off the deck. Fortunately, we had had some reinforcement work done to it in Mazatlan, and it held up okay.

In attempt to minimize this back-and-forth wandering, John tried dragging warps of chain, anchors and anything else he could think of. It helped a bit, but I couldn't help imagining a bobsled ride thru hell!

The devil's bobsled ride lasted five days and nights. On the morning of March 27, we arrived off Manzanillo, where the tow was transferred to the tug *Popocatepetl*, which towed us into the main harbor. After the *Zarco* docked, a young officer and four seamen returned in their dinghy to make sure we got anchored okay. They then assisted us in clearing in with the Port Captain — even took us there in their dinghy — and explained to him why we had no papers. We then found a good agent who smoothed the way for us to tow our boat to Las Hadas and assisted us in getting visas, so John could return to the States to try to get another rudder.

We cannot say enough good things about the extraordinary treatment we received from the Mexican Navy.

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THIERRY MARTINEZ

scarlett — cont'd

Upon returning to our boat in the anchorage, we were met by friends from *Dulcinea*, *Therapy* and *Kemah*. They had monitored our progress on the nets and greeted us with champagne and brownies. After a *panga* towed us to the Las Hadas anchorage, we all went out to dinner.

A few days later, John and the old rudder shaft returned to California on the bus. The ride took 40 hours, but he was able to watch lots of movies (in English) and catch up on sleep. A friend had located a used rudder from the Santa Cruz 70 *Mongoose* at Minnie's in Newport Beach. After looking at it, John decided he could make it work for our boat, even though it was slightly different than *Scarlett*'s original rudder.

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fossett's final

That beats the old record by almost six full days.

As most of you who have followed this boat's exploits since her launch as *PlayStation* in 1999 already know, she was created by Steve Fossett, a Chicago venture capitalist, for the express purpose of breaking records. Both he and the boat have succeeded in that quest beyond most expectations, and along the way fired the imaginations of a lot of us who 'went along'



— cont'd

via the internet. Among a plethora of smaller records — she holds 13 outright sailing records in all — under Fossett, *Cheyenne/PlayStation* goes out owning two of the holy grails of sailing: the recent round-the-world mark, and the east-west TransAtlantic run, accomplished in the fall of 2001 in an incredible 4 days, 17 hours — that's an *average* of 25.78 knots for more than 2,800 miles. (The boat



Mexican Navy sailors rig a towline to 'Scarlett O'Hara' in preparation for her long tow back to safe harbor.

COURTESY SCARLETT O'HARA

scarlett — cont'd

Ironically, when we bought the boat in 1990, it had come with two rudders and we'd sold the extra one to Minnie's!

After the necessary modifications, John bought a station wagon, and drove himself and the new rudder back to Manzanillo. Luckily, we had no problems bringing either the car or rudder into the country.

At this writing, we're still in Las Hadas. The rudder job is almost done, but we've put our plans for the South Pacific on hold for another year. Instead, we'll join a group of friends who plan to cruise the Sea of Cortez this summer. As well as seeing more of Mexico, I figure the experience will allow some of my shaken confidence to return.

— *Renee Prentice*

sail bonding

It's safe to say that most people who do the Baja Ha-Ha Cruiser's Rally to Mexico every fall consider it a happy adventure. That would be understatement by several degrees of magnitude for Russ and Jane Eichner. Russ not only found the boat of his dreams to do the Rally on, and Jane not only found Russ's boat to crew on — they found each other, and were married a few months later!



LATITUDE/JR

Russ and Jane.

Russ, current Commodore of the Vallejo Yacht Club, had tried to get on someone's boat for several of the previous nine Ha-Ha's. But despite plenty of sailing experience and a good sense of humor — and attending multiple Crew List parties — he never quite made the right connections. "I finally figured the only way I was going to go was on my own boat," he laughs. Not long after that realization in 2001, he found *Scarlett*, a CS 40, in Santa Cruz.

The countdown to Ha-Ha 2003 found Eichner juggling the usual 1,001 balls. The boat needed work and he needed a crew. Three or four friends looked good to go, but the navigator was iffy. Then one day, the navigator — also Eichner's marina neighbor — spotted a boat coming in to the dock. As it pulled alongside, a pretty woman jumped off with a baby in one hand and a dockline in the other. She nimbly cleated the line, then helped secure others. "Russ," said the neighbor, "You just have to meet this lady."

"This lady" turned out to be Jane Powell, an Oregon psychologist and dive instructor who was down visiting her daughter, son-in-law and grandchildren — the owners of the boat she'd helped tie up. It wasn't long before Russ invited her to complete the five-person *Scarlett* crew — and she accepted.

Fast forward to the beginning of the Rally in smoke-filled San Diego last October. Russ and Jane ended up on the same watch, and the more they talked, the more they realized how much they had in common. Both had been married before, both had grown children, and both had two grandchildren — exactly the same age. After the Rally ended in Cabo, and Jane flew home, they talked often on the phone.

You know where this is going. In December, Russ flew to Oregon and proposed. They were married in Ashton on January 8. They flew back down to the boat for a short honeymoon before doing the Baja Bash (with two additional crew) to get *Scarlett* back home.

The Eichners — both now retired — are returning to the scene of the crime in this year's Baja Ha-Ha. After that, they'll keep on heading south. But first, they're going to get 'remarried' on May 8 at Vallejo YC, so all their friends who didn't make the first one can attend. The ceremony will take place — where else? — on the foredeck of *Scarlett*.

By the way, Russ is looking for two crew for the trip, preferably another couple. If you know of anyone who might be interested, email him at *racerruss@sbcglobal.net*.

SIGHTINGS

dismasting happens

Anyone who's sailed for any length of time has probably experienced at least one dismasting. As noted last month, some longtime racers have experienced dozens of these. Several readers responded to our request in the April issue for their own stories of dismastings. Here are three that illustrate just how unique this experience can be to each individual boat and skipper. Look for more accounts in coming issues.

Kelika, Hunter 33.5

I lost the rig on my Hunter 33.5 *Kelika* four years ago while doing a Thursday beer can race in Benicia. The breeze was between 20-25 with some stronger gusts as we headed towards the Benicia Bridge under spinnaker and full main. We were doing fairly well, sailing pretty deep, with the main well out to prevent roundups, when a particularly strong gust hit. Instead of the usual increase in weather helm the wheel

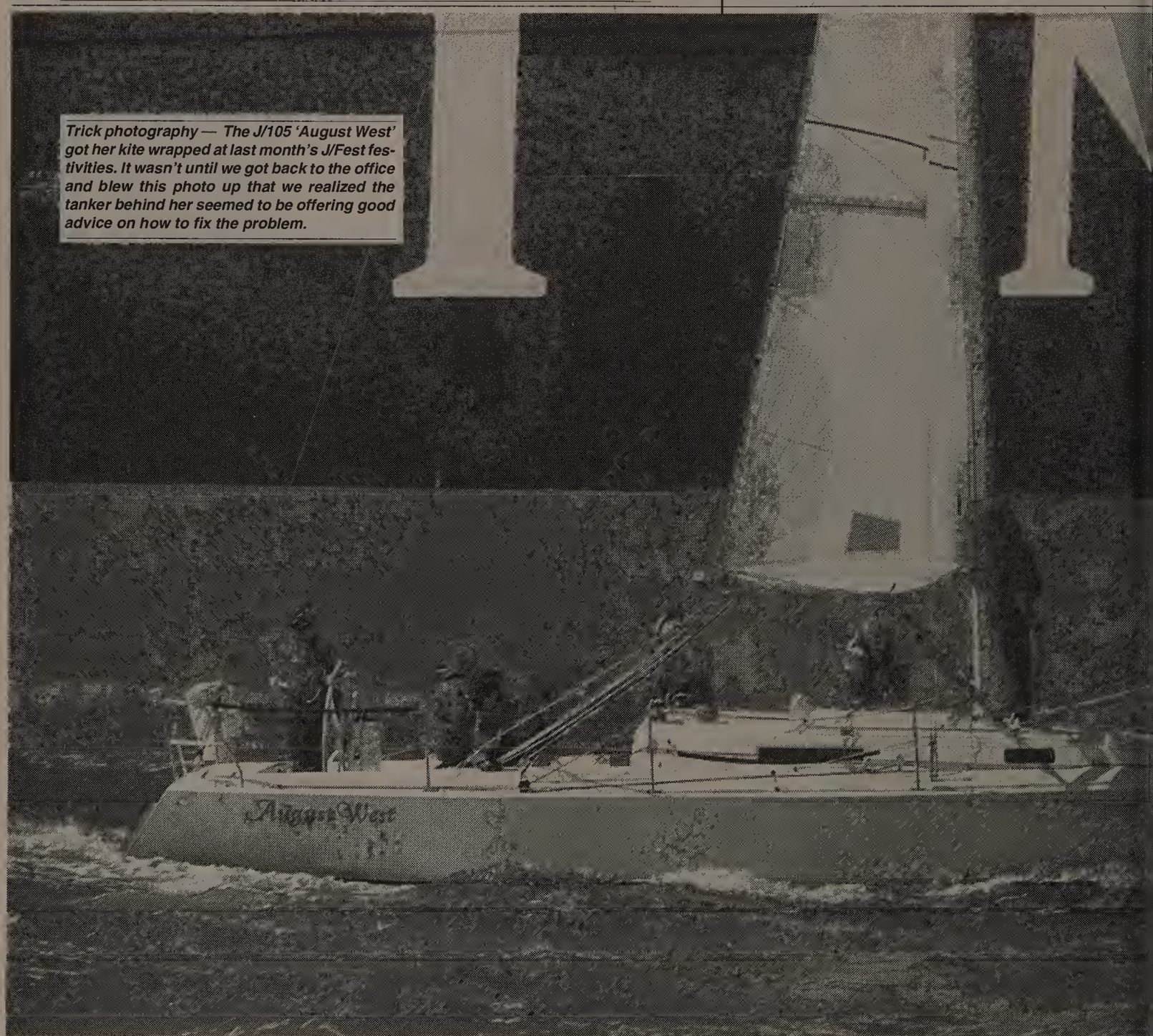
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fossett

has also held the 24-hour record twice.)

On the round-the-world trip, *Cheyenne*'s 13-man crew overcame many obstacles that would have hobbled a lesser boat and crew. In addition to skipper Fossett, they included navigator Adrienne Calahan, David Scully, Brian Thompson, Jacques Vincent, Mark Featherstone, Damian Foxall, Mike Beasley, Fraser Brown, Nick Leggatt, Guillermo Altadill, Paul Van Dyke and Justin Slattery.

Having completed every sailing goal he set over the last 11 years, Fossett announced after the new round-the-world

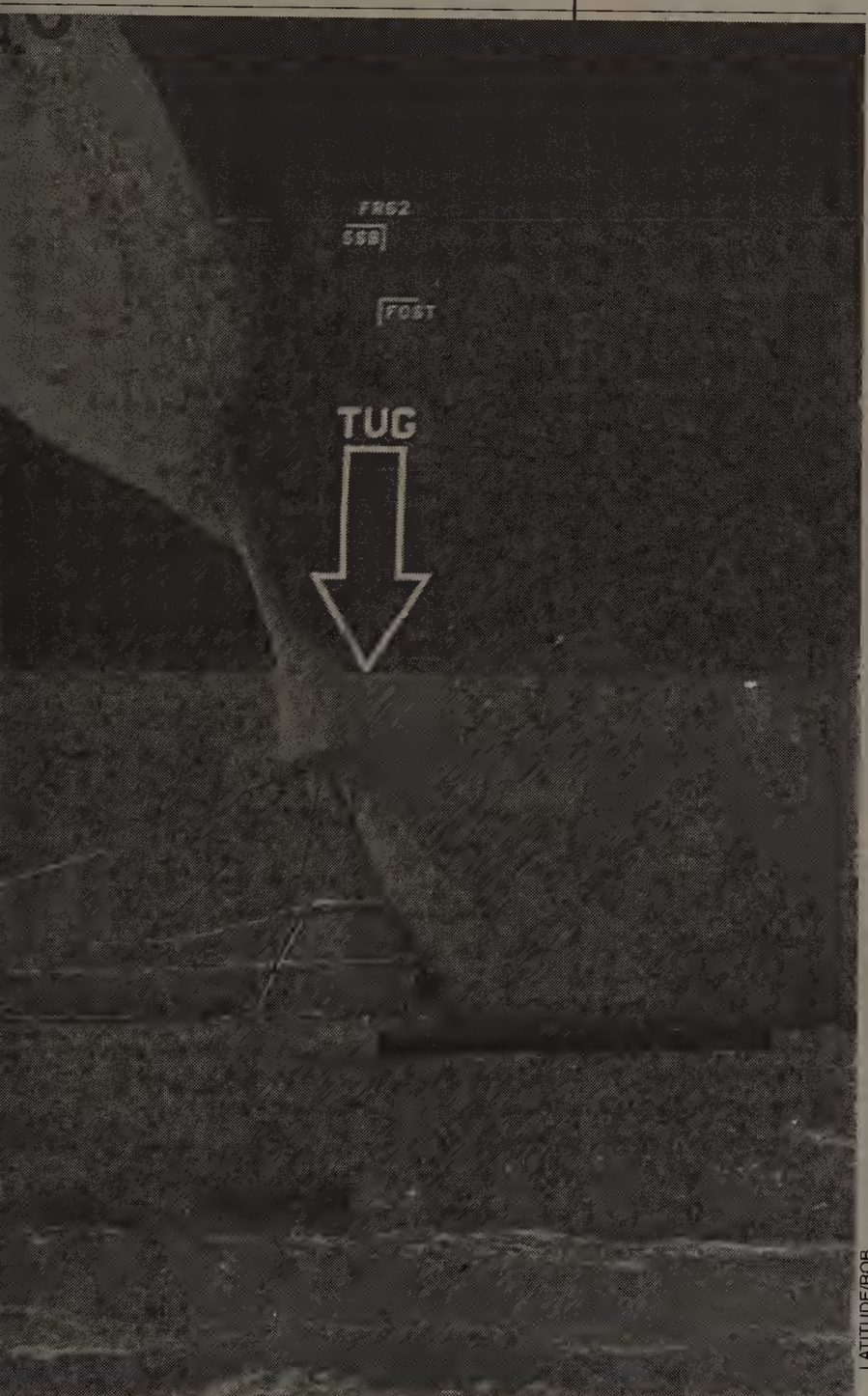


Trick photography — The J/105 'August West' got her kite wrapped at last month's J/Fest festivities. It wasn't until we got back to the office and blew this photo up that we realized the tanker behind her seemed to be offering good advice on how to fix the problem.

— cont'd

record that he was basically done with sailing. *Cheyenne* is currently up for sale — 2 million Euros, if you have to ask — and Fossett has turned his attention once more toward the skies, where he holds numerous ballooning, gliding and flying records. Next up for the 60-year-old adventurer: a solo, non-stop, non-refueling flight around the world in a single-engine custom jet built by Burt Rutan. Check it out — along with all Fossett's records — at *www.fossettchallenge.com.*

Fair winds, Steve!



LATITUDE/ROB

dismasting — cont'd

became strangely light, and I had enough time to think, "Uh-oh," when the boat suddenly snap rolled to leeward. I yelled, "We're jibing!" as the boat laid over at full speed.

Since other boats I'd been on during round-downs ended up stuck on their ear, I was surprised when we quickly stood back up after going horizontal. The reason was soon apparent — when the boat stood up, the mast stayed in the water. It had folded at the level of the spinnaker car, I imagine from the compression of the pole hitting the water at speed, then rose up out of its base (it's a deck-stepped rig) so lay mostly in the water, with the boom on the deck.

We all stood speechless looking at the carnage, amazed none of us were hurt nor was any other part of the boat damaged. We quickly dropped anchor, removed the boom and rigid vang, and then removed all the turnbuckles. I don't think we actually had to cut any wires. One of our fellow racers got a line around the mast and towed it away from us so we wouldn't get fouled on it when we got underway, and (with our permission) let it go. We had attached a fender to the rig with a length of line to mark the spot so we could retrieve it later. But the line wasn't long enough and the fender sank along with the rest of the wreckage.

We then ruefully motored back to the marina and had a major story to tell in the bar that night. Lesson learned: *always* have weather helm. Also, if you have time in a rounddown (unlikely because they seem to occur so damn fast) let the foreguy go to get the pole up so you don't "put the kickstand down."

— mike weaver

Mistress, Farallon Clipper

We were brutally dismasted on a sunny day in May, 1991, while sailing in the Master Mariner's race. It was a typical breezy afternoon, and we had one reef in, but were still flying the 120 genoa. We started well behind the main fleet, as it was our custom to arrive late for races. We're cruisers at heart, and the boat was already old.

We were moving along nicely on a starboard tack. The rail was almost under on the port side, and an occasional wave made for wet decks on the low side. The foresail was almost a deck-sweeper, so we had a low-side lookout. Leslie noted a 30-ft sailboat on the same heading as we were, ahead and away, on the low side. I checked it out and thought there was plenty of room. There were hardly any other boats around, and we felt comfortable and safe.

Suddenly a huge gray whale with a blood-red mouth burst through the genoa. At least, that was my first impression. Actually, it was the boat Leslie had seen, and the red 'mouth' was the bottom paint. Our angle of heel was so sharp that the bow of the 'whale' came right through the genoa forward of the mast and up over the cabin top. Then she bounced three times through the mast, down the cabin trunk and almost into the cockpit.

It was over in seconds. The gray boat — a fiberglass craft not part of the regatta — slid off near the companionway, hitting the transom once more before disengaging. As it sailed away, someone shouted over to ask if we were okay. I determined that the crew were all unharmed, then hollered that we were fine. At that moment, *Mistress* could have been sinking and I would have thought all was well; I was in complete shock.

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dismastings — cont'd

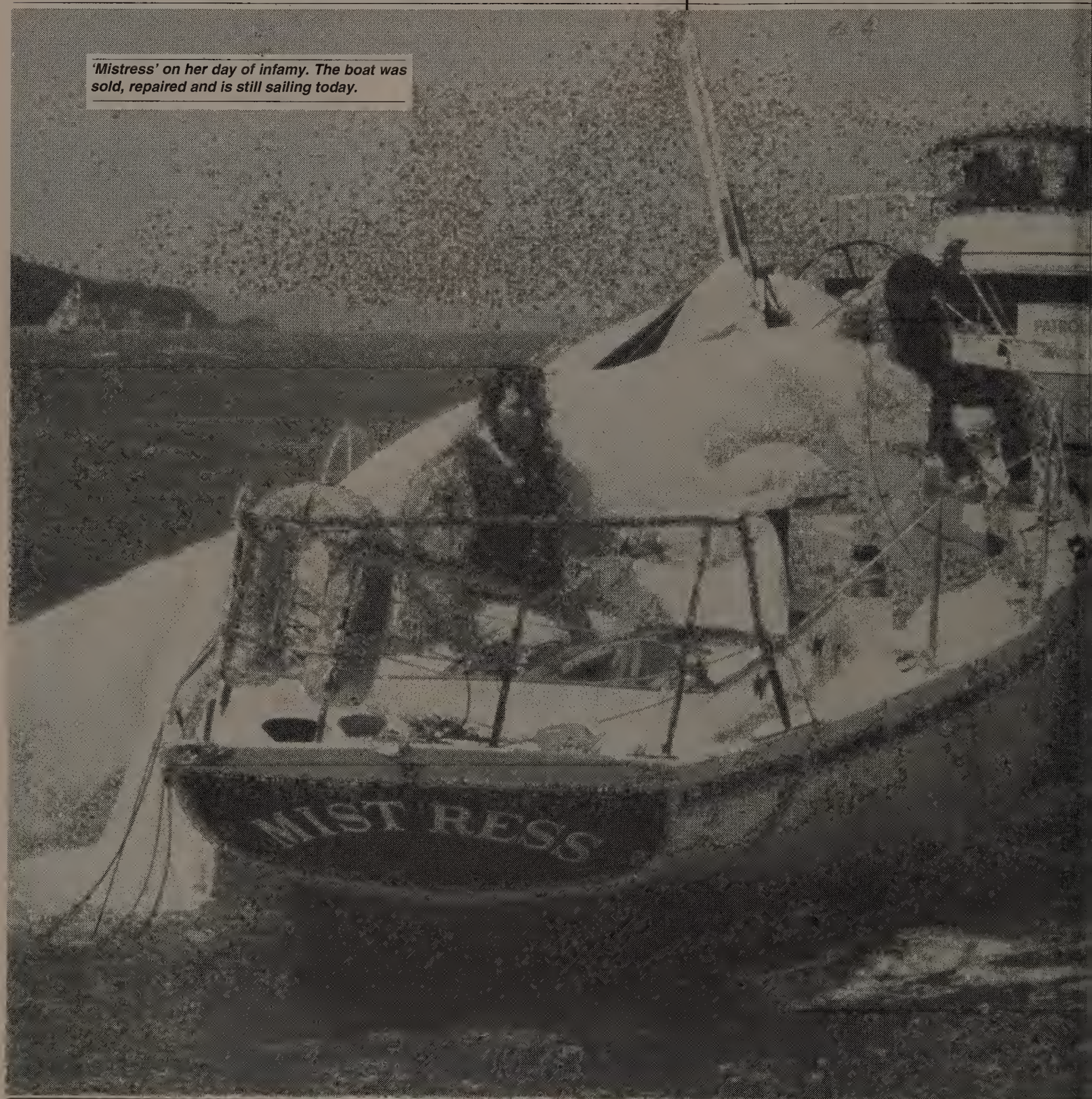
I checked out the damage. The wooden mast had sheared off and was floating off the port side, held close to the boat by a tangle of lines. At least it wasn't dangerously near the hull. The deck and cabin sides were crushed, all the lifelines and stanchions were gone, and the wooden boom was broken. Down below, my crew saw no water coming in, but sunlight streamed through the mangled cabintop.

As we bounced around on whitecaps, we set about trying to save

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finding how nemo

Clownfish co-exist with sea anemones because of a coating which fools the anemone's nematocysts — the stinging cells — into thinking the clownfish aren't prey. Since jellyfish, sea nettle, coral and other invertebrates' nematocysts work basically the same way as the anemone's, wouldn't it make sense that mimicking

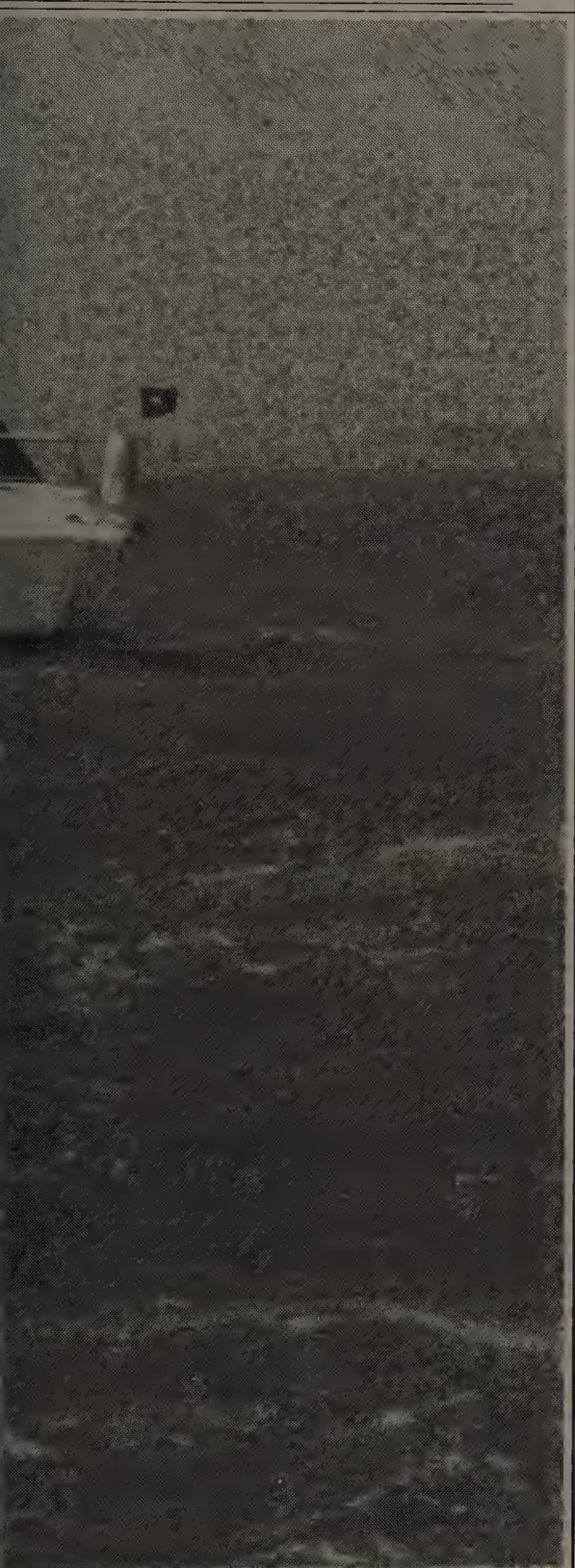


'Mistress' on her day of infamy. The boat was sold, repaired and is still sailing today.

can save you

the clownfish coating might protect other things — say, humans — from getting stung?

It would and they have. In fact, an Israeli company name Nidaria finally hit on the right formula for local (Mediterranean) jellys a few years ago, and packaged it as



dismastings — cont'd

the mainsail and get the mast aboard so we could get underway.

After what seemed like forever, a Coast Guard vessel arrived and sent three young fellows over to help out. With their help, we secured the mast and sail, and cleaned up the debris and rigging. The Coast Guard skipper suggested I allow a tow rather than risk wrapping a line in our prop, and I was only too happy to comply. The three young Coasties stayed aboard to rig the towline, then sat with us while we were towed back to South Beach.

The sad irony is that *Mistress* had just been relaunched after an extensive refit under the waterline. New keel bolts, new garboard planks, 18 new frames, new floors, new mast step, a few new planks, and new bulkheads. For the first time in years, she sailed without taking on water. I was completely bummed that after eight months of dedicated work rebuilding the boat, we were crashed into the first day out. So I sold the boat, and within three months, replaced it with her younger sister: Farallon Clipper #7, built in 1949.

— jim shubin

Avalon — Ericson 28

My dismasting in the Bay might have been a bit more unexpected than most — not that anybody really "expects" it. But my brother and I had just replaced the standing rigging on *Avalon* only a month before.

Sailing with seven people aboard our Ericson 28, in a light breeze west of Yerba Buena Island, I happened to notice the forestay sagging a lot more than it looked like it should. When I went forward to investigate, the entire forestay popped loose and swung out to leeward.

I had no idea how to react. I grabbed the furling drum and dragged it to the tang, but there was no way to attach it. I whipped the furling line around a bow cleat and ran back to the mast to grab the spinnaker halyard, but by then the mast had started to gently tilt aft. I shouted to the crew in the cockpit to duck. Within seconds of the forestay parting, the mast slammed into the stern pulpit and bounced overboard. Miraculously, nobody was badly hurt.

Several small fishing boats immediately raced over to help. We sent everyone below for PFDs and started sorting out the mess. The Coast Guard put us through to Vessel Assist and sensibly recommended that we anchor (at this point we were a few hundred yards off their station at Yerba Buena). Vessel Assist were busy and couldn't come for an hour. By then, we'd cleaned up, pulled the sails down (up?), dragged the mast aboard far enough to lash it to the pulpit, and motored home.

The culprit was a missing cotter pin in the forestay. When we replaced the rigging and restepped the mast a month before, the riggers had told us to hand-tighten the turnbuckles but leave them unpinned, since the tuner would pin and tape them. Our mistake was in not checking underneath the furling drum after the rig tune. When we saw six neatly pinned and taped turnbuckles, we assumed that the forestay was taken care of in the same way. The rigger must have assumed that we had pinned the forestay, because he didn't, and after a month of winding the furler, the turnbuckle worked loose.

Aside from some strange debate about whether we had asked for a "rig tune" or a "rake tune" (which was a new one to me, and apparently does not involve tuning or pinning the forestay), everything was resolved satisfactorily. The riggers restepped the mast, tuned the rig again, and built us a new stern pulpit. Ericsons tend to be fairly heavily built as far as daysailers go, and the impact that crushed the pulpit didn't even dent the sail track on the mast.

There's one thing you can do to avoid dismasting. Well, in our case, two things: 1) obvious — check the riggers' work; 2) Put the broken wire to leeward. In our case, that meant turning downwind immediately. It seems obvious in retrospect, but unless you think about it and plan for it beforehand, you're never going to think of it quickly enough when the time comes. . . unless it's happened to you before.

Back at the dock, my friend Kim, who had never been sailing before, asked, "Does this happen often?"

— bill quigley

st. barth bucket

Each year, the St. Francis YC holds the Big Boat Series on San Francisco Bay. In March of most years, the folks in St. Barth in the French West Indies hold what they call the St. Barth Bucket — which might more accurately be called the Really Gigantic Boat Series. That's because the the average length of the 17 entries was a staggering 121 feet! The fleet average was brought down slightly when the normal rules were broken to allow in four small — 70 to 88-ft — boats. The biggest boat was the new *Salperton*, which at 173 feet is the largest sailboat ever built in New Zealand. While the fleet mostly consisted of nearly new and extremely luxurious cruising boats, there were also two J-Class yachts, the 120-ft *Cambria* and the new 130-ft *Ranger*. Sailing such big yachts is not easy. Most sailed with 20 to 35 crew, some of them America's Cup vets flown in just for the event.

Those who know about such things say this was the biggest and best fleet for such a regatta since the America's Cup Julibee celebration in Cowes a few years ago and the mega-yacht regatta in New Zealand before the start of the last America's Cup. It was incredible. From a distance, the boats Med-tied to the dock looked average sized. But if you looked closely at what appeared to be a telltale, it was actually a large human doing some sail repair 125 feet up from the deck.

The Bucket concept was introduced 17 years ago in Newport, Rhode Island, by Tommy Taylor and Nelson Doubleday, the idea being to give owners of really big boats a chance to play together. In St. Barth, it took the form of two races: the classic 22-mile around-the-island race, and a shorter race the next day. To everyone's dismay, the Caribbean trades, generally considered to be the most reliable in the world, failed to make an appearance. In the first race, the fleet limped around in 10 knots — and often less — of wind. *Visione*, Hasso Plattner's new needle-like 147-ft Reichel/Pugh cruising boat, started more than an hour after some entries, but overtook the entire fleet and left it in the dust. Even in head-to-head competition with *Ranger*, the modern recreation of what's believed to have been the fastest J-Class yacht ever built, it was a walkaway for *Visione*. It was a beautiful thing to watch.

Boats in the Bucket are given handicaps — a tough assignment for the race committee. After the first race, boats that do well have their ratings changed for the worse for the second race. That meant *Visione* started what was to be a 14-mile course — that somehow ended up being less than nine miles — after some of the fleet was already headed back to the finish line. Oh well, it's supposed to be all about fun, not about who wins and loses.

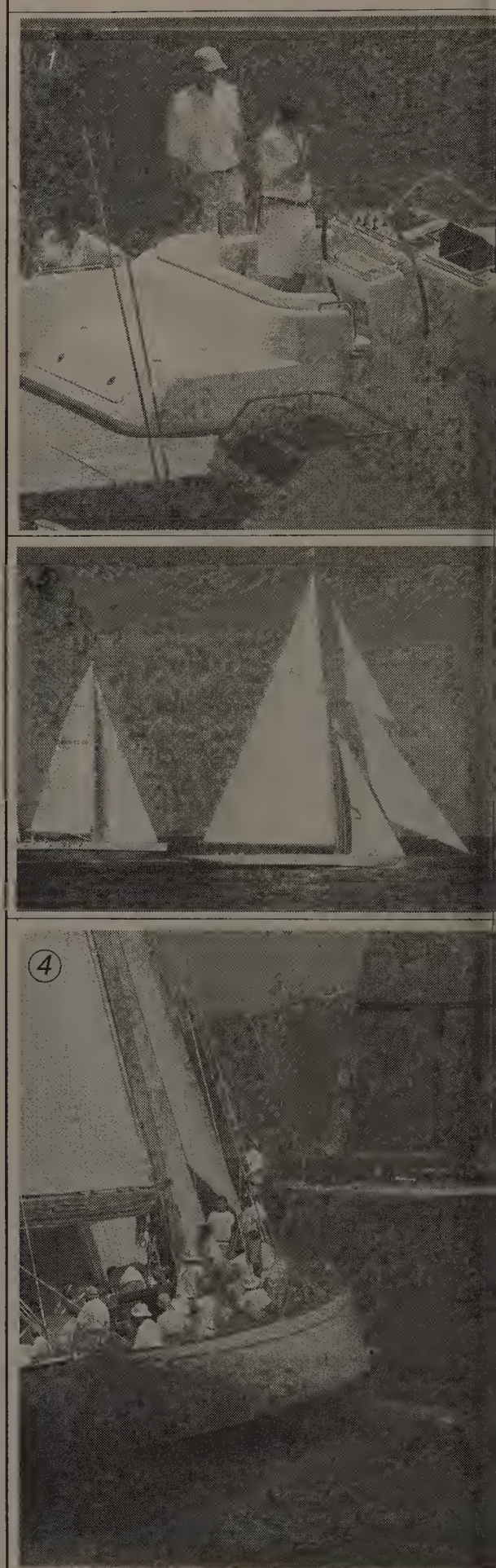
After the wonderful event was over, many of the boats went to Antigua, where they enjoyed success in various events. For example, the beautiful J-Class *Cambria*, built in 1928 went on to win the prestigious Concours d'elegance at the Antigua Classic Regatta. The 80-ft ketch *Mariella*, 'winner' of the Bucket, took class honors in the Classic Regatta. And Hasso Plattner's *Visione* finished just 10 minutes behind the new *Mari-Cha IV* in the 41-mile Guadeloupe to Antigua Race, averaging nearly 17 knots in just 17 knots of wind.

We hate to say it, but if you want to see the world's great mega yachts in action, the Caribbean is the place to do it.

ha-ha numero 11

"It's May, so it's time to announce another Baja Ha-Ha," reports Ha-Ha Honcho Lauren Spindler, just out of winter hibernation. "This fall's event will be number 11, and we're again expecting more than 100

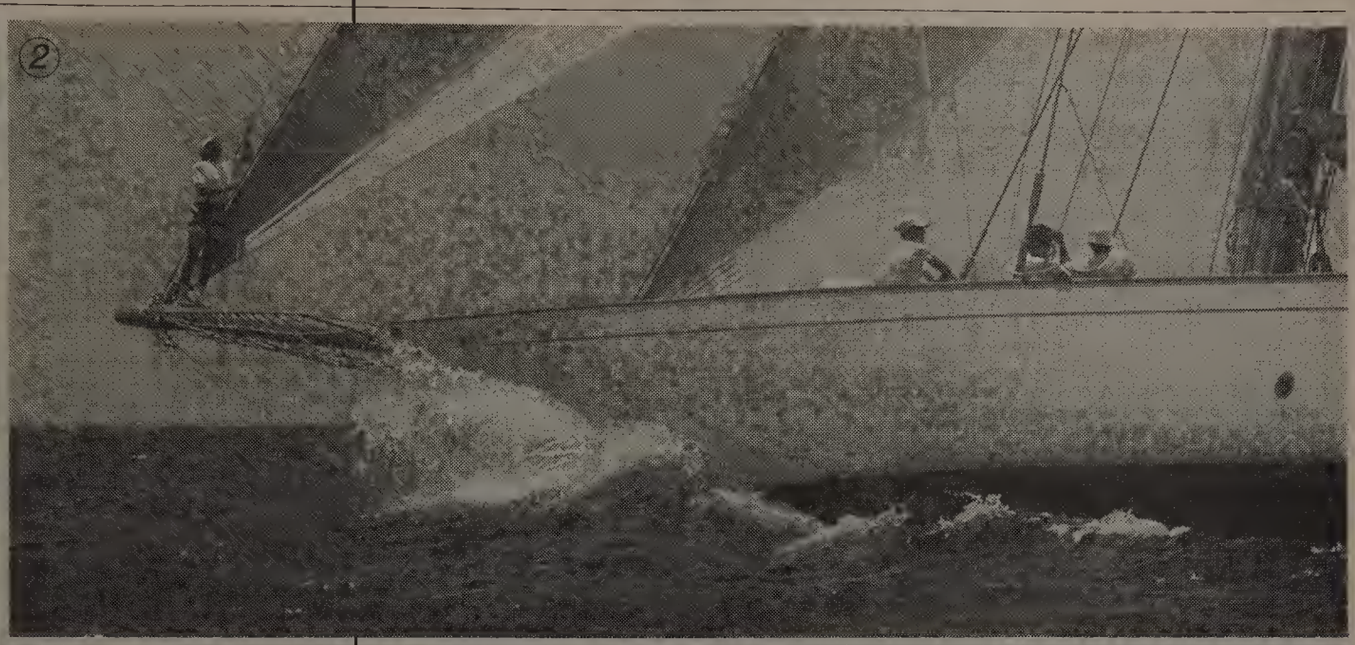
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Bucket action, clockwise from top left: 1) Really big boats have really big cockpits. 2) A man at the end of 'Cambria's long bowsprit stays out there for the entire race, calling trim on the most forward sail which, because it's so high up, can't be seen from elsewhere on the yacht. 3) The big guys — the 172-ft ketch 'Salperton' and the 147-ft 'Visione' — have a go at each other on opposing jibes. 4) A scene from nearly 70 years ago, as the J-Class yacht 'Cambria' tries to catch the J-Class 'Ranger'. 5) 'Visione' rolls 'Cambria' on the last weather leg. Inset, the Fife-designed 'Mariella', an 80-ft ketch that was declared the overall 'winner'.



2



3



ALL PHOTOS LATITUDE/RICHARD

ha-ha 11 — cont'd

boats to hit the starting line on the morning of October 25th. We're also expecting more fun than ever."

The Ha-Ha, most readers know, is the annual 750-mile Cruisers' Rally from San Diego to Cabo San Lucas, with two stops on the way. By the time the beach party and awards ceremony have been held in Cabo, it's a two-week event. What's that? Your spouse or love interest can't take that much time off? Have her/him fly down the second Thursday for a four-day romantic reunion in tropical Mexico. *Muy romantico!*

The two stops in the Ha-Ha are Turtle Bay, about halfway to Cabo,

continued on outside column of next sightings page

nemo

a lotion called Safe Sea. They even offered it in a combo formula with sunblocks of varying strengths. A note on it in a U.S. Surfing magazine a few years ago intrigued Florida surfer Valeh Levy. So she cut out the page, filed it away and pretty much forgot about it until August of 2002, when a bloom of box jellyfish off New Smyrna Beach (halfway up Florida's Atlantic coast) caused painful stings to up-



Happy campers — Ha-Ha fleet participants reach for the sky at Turtle Bay.

— cont'd

wards of 700 people over a single weekend, including Levy's 5-year-old daughter.

Mom didn't get mad, she decided to get even. When she's not surfing, Levy is a doctor of radiology. She dug out the magazine piece and went to a local surf shop to see if they could get Safe Sea. The surf dudes at the shop didn't know anything

continued middle of next sightings page



LATITUDE/RICHARD

ha-ha 11 — cont'd

and Bahia Santa Maria, just 180 miles from Cabo. Turtle Bay is a small, dusty — but charming — little fishing village. The Ha-Ha and the people of Turtle Bay have been good friends for years, and they always help put on a great beach party. The Ha-Ha always arrives around Halloween, much to the delight of the kids, who have a thing for candy. Bahia Santa Maria is uninhabited except for a few fishermen in the mangroves. Its rugged natural beauty is spectacular, however, and a few boats always drop out to spend a few extra days there.

The goals of the Ha-Ha are simple: Have fun while making a safe trip to Cabo and make lots of new friends, both cruisers and locals. These friendships are often special, as you'll find friends who met at the Ha-Ha cruising together in the far corners of the world. (And even, as noted elsewhere in this month's *Sightings*, a few who get married — and *thank* us for it!)

What the Ha-Ha is not about is forced, white-knuckle sailing, wallowing around in calms, and overzealous competition with other boats. The Ha-Ha is a cruisers' rally, so you don't have to feel bad if you don't fly a chute at night — or don't fly a chute at all. Or don't even *own* a chute. Nor do you have to feel embarrassed if the wind drops to two knots 10 miles from a finish and you want to turn on your engine. Nor do you have to worry about other boats 'beating' you, as the philosophy of the Ha-Ha has always been that everyone who finishes is a true winner.

Every morning there is a roll call to make sure everyone is all right, pass on the latest professional weather reports, and see who is catching fish. The Ha-Ha manages to do this even if you only have a VHF radio. One of the cool things about the Ha-Ha is that, unlike the TransPac or West Marine Pacific Cup, you get to stop every couple of days for a few days of rest, socializing, and exploring. Yet another cool thing is that even when way offshore, you can usually see four or five other boats in the fleet.

The Ha-Ha is open to monohulls, multihulls — and even powerboats — over 27 feet in length that were designed, built, and have been maintained for offshore use. Smaller boats will be considered on request. The minimum number of crew is two, and at least two of the crew must have offshore experience — including overnight. It's important to note that the Ha-Ha is not for complete offshore sailing novices, but rather for people who would have been cruising to Cabo on their own anyway. While everyone helps one another, the Ha-Ha is not an offshore hand-holding service.

For the last 10 years, almost all the legs of the Ha-Ha have featured very light to moderate winds, and nothing more than moderate seas. Only once in 30 legs has it been upwind. However, all participants must realize that they may be exposed to the full force of the Pacific Ocean. As the participant waivers state over and over again, the Ha-Ha is a high risk activity that involves the possibility of injury and death. To date, there has been one death caused by a massive heart attack, and only a few minor injuries — such as falling off a bar stool in Cabo.

To get an entry pack, send a check for $15 to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920, along with a self-addressed 9x12 envelope stamped with $3 worth of postage. Sometime in June you'll receive a packet in the mail with all the details of the event, plus special offers from all the sponsors. The entry fee for the Ha-Ha itself is $299. Not only is that about 25% of what you'd pay for similar events, but you get all kinds of swag — T-shirts, hats, tote bags, burgees, navigator cups, and who knows what else. Plus the skipper and mate get a free West Marine sponsored lunch at the kickoff costume party in San Diego, free beer at the awards ceremony, and other goodies. Nobody has ever complained that the Ha-Ha was a bad deal.

Why sign up early? For the last few years, the Ha-Ha's friends at Cabo Isle Marina have set aside all their empty slips for Ha-Ha boats. The earlier you sign up, the higher up your boat gets on the list for a slip. Everyone always wants a slip, but the truth of the matter is that anchoring in the outer harbor is really great 90% of the time — and it's free. So either way is great.

SIGHTINGS

catching up with *seayanika*

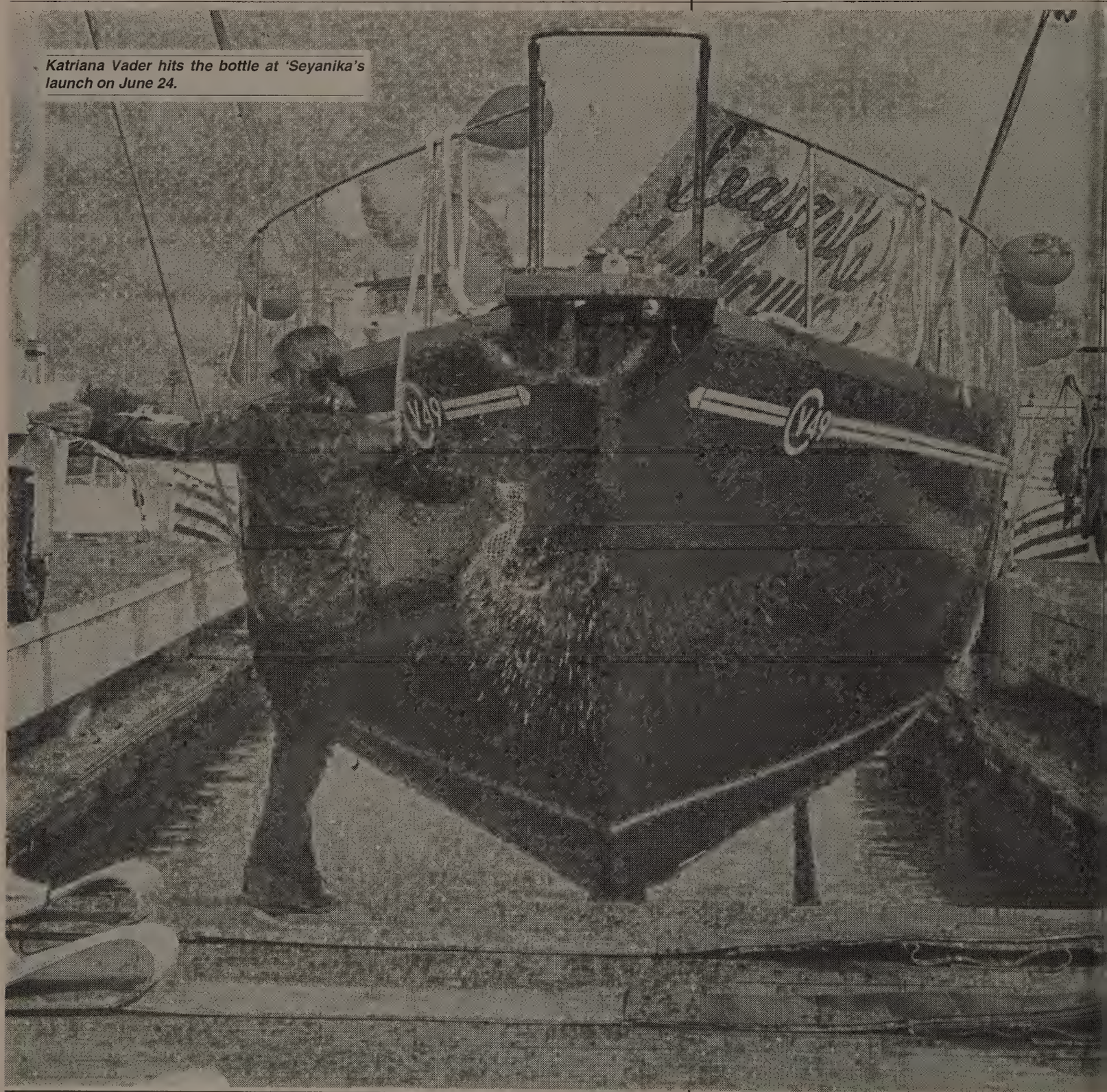
I don't know why you guys up at *Latitude 38* think you have a corner on the good sailing weather. Down here at latitude 33, we have great sailing opportunities, too. Recently, *Seayanika* took her first official sail from Newport to Dana Point. We're talking fully-battened main, 110% jib, and a nice westerly breeze. We were screaming south from Newport at 3.2 knots! We actually once saw 4.7 once, but that was after a lunch of bean burritos.

In spite of the lack of noteworthy winds, the past three months since

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nemo

about the product or how to order it. So, long story short, Dr. Levy called Israel, got to talking to the doctor who developed the product, and ended up arranging a U.S. test. The test was performed at a local hospital and consisted of dragging a live jellyfish over the exposed arms of volunteers — one arm bare, the other coated with Safe Sea.



Katriana Vader hits the bottle at 'Seyanika's launch on June 24.

— cont'd

The test worked exactly as hoped, with only a few people registering mild irritation on the coated arm.

Since then, the product has been tested on many different types of jellyfish, sea anemone, nettle, coral and other stinging critters in many different oceans (including the Pacific) and has done re-

continued middle of next sightings page



seayanika — cont'd

we launched our 49-foot custom boat have been outstanding. We never realized how many people have been following our story until we got out on the water. On a daily basis, someone either stops by the dock to congratulate us, or sails by giving us a high five and encouragement. Now if only we could have a little more wind!

Our first two months on the water were spent in San Diego Bay installing our mast, rigging and sails and hooking up the many systems to make *Seayanika* come alive. Our rigger, Fritz from Pacific Offshore Rigging, was a constant source of information and help — an all-around great guy whom we can highly recommend. And our sailmaker, Point Sails, a newer, small loft in San Diego, delivered and tweaked beautiful custom Pentax sails, well made and on time, for an extremely reasonable price. Also, Erik and I both did our time up the mast — my first time up had me wrapped around the mast like a tenacious bun around a hot dog.

We have hit a couple of bumps in these first three months while outfitting *Seayanika*, both literally and figuratively. On one lovely Sunday afternoon in the bay with several jovial friends aboard, we managed to nudge some mud — okay, okay, I mean go aground — just south of the Coronado Bay Bridge. After several hilarious attempts to free ourselves, including positioning human weights on the poled-out boom — some of whom ended up swimming, uh, standing, in 4 feet of water — and being 'waked' by a helpful passing naval security vessel, we finally took a good look at the tide table and realized that if we just waited another 20 minutes we would float off unassisted. Ahem, maybe we'd been a bit too jovial.

Another complication we faced a few days before the launch was finding out that one of our vendors shipped us the wrong transducer, which we hastily installed without verifying the model number. A month later, Erik couldn't figure out how the three wires coming from the end of the transducer cable were supposed to connect to the seven pin connector on the sounding module. A quick phone call to the vendor identified the snafu. The transducer, because of its associated placement and size of aperture, necessitated *Seayanika* being hauled out again. So it was back to Driscoll's Boat Works for the weekend to replace the transducer, touch-up the bottom paint on the keel and, while we were high and dry, we replaced all the inferior old-style thru hulls we had originally installed with better ones.

Erik, *Seayanika* and I are homeless, which is not necessarily a bad thing. It forces us to keep moving and learning about our new boat — a few days in a guest slip here, a few days anchoring there, and occasionally picking up a mooring ball. In one week we were in five different harbors. As slip-less boat bums, this will be our life until October 25, when we plan to leave with the Baja HaHa for the beginning of our 10-year circumnavigation. Gosh, is anyone feeling sorry for us yet?

— *katriana vader*

short sightings

MEXICO — Things may be looking up for American cruiser Dawn Wilson, who has been imprisoned in Ensenada since last April. You may recall that Dawn was stopped by police in Tijuana after purchasing prescription medications, and thrown in a jail cell while the 'police' went on a spending spree with her credit cards. She was eventually charged with possessing illegal drugs, which she did not have and which the police supposedly "lost" during her court hearings. (The prescription medications she *did* have — one of which controlled seizures resulting from a childhood injury — were not even mentioned in the official report.) At any rate, Dawn went through a series of hearings that should have exonerated her early, but instead dug the hole only deeper (under Mexican law, she is not allowed to appear in court, much less plead her case). The situation was exacerbated by a series of inef-

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short sightings

fective lawyers, prejudiced judges (the son of one died of an overdose of a *gringo*-supplied drug) and a legal system that should make us all thankful for our own. Dawn's significant other, Terry Kennedy, continues to spearhead the movement to free Dawn, so they can once again assume the quiet liveaboard life they enjoyed before the nightmare.

At this juncture, more and more mainstream media are 'tuning in' to the situation — indeed, to this apparently all-too-common scam by Mexican officials to throw Americans in the clink on bogus charges so that the officials have a few days to buy stuff with the credit cards or clean out the ATMs (no, they apparently don't need to know your PIN number). Normally, the *gringos* are released after it's too late to cancel the purchases. However, some, like Dawn, remain behind bars.

Several San Diego TV stations and the *San Diego Union* newspaper have done segments on Dawn's story. Last month, the *Sacramento Bee* got on the bandwagon. A couple of news agencies in Mexico have also been following the story. There is also a website — *www.dawnwilson.com* — that quadrupled the number of hits it received in the last two months. All that is good news as far as getting the word out — and hopefully for the powers that be in Mexico to take notice and do something.

Dawn celebrated a full year in the penitentiary in Ensenada on April 12. Extremely traumatized at first, she is now coping better. Other encouraging news is that pleas to U.S. officials seem to have finally found an ear in the person of Rep. Bob Filner (D-South San Diego). Hopefully, with the intervention of Filner (who, among other things, has helped find Wilson a good Mexican lawyer and has written a letter to Secretary of State Colin Powell informing him of Dawn's situation) and/or an appeal of her case on 'constitutional grounds' due in the next few weeks, we will be bringing you the good news of her release sometime soon.

SAN FRANCISCO MARINA — The saga continues. At a Marina Tenants meeting on April 13, Brad Gross, the San Francisco Marina Harbormaster, reported on the latest turn of events in the Renovation effort. Due to a shortage of funds at the Department of Boating and Waterways, they have advised the City to split the project into two distinct parts: Phase 1 — borrow $17.5 million to renovate the West Harbor and upgrade the East harbor concurrently. Phase 2 — In two years borrow money to renovate the East Harbor.

The initial request for funds would ask for $1.5 million to create a design plan, but any money left over would stay in the Marina enterprise fund to be used on the project. The East Harbor, needing docks and about 90 pilings replaced, would be funded by increasing the berth rents by 10% over 5 years, then further increasing the rents as Phase 2 kicks in. The West Harbor increases follow along the same lines. It was still unclear what the actual increase would wind up being, as the Feasibility Study would have to be revised. Gross seemed confident that these percentages would be "close." Curiously, back in 1989, then-Harbormaster Gary Davis had floated the idea of renovating the East Harbor using rent increases. His reasoning was based on the lack of opposition to that part of the project from the Marina neighborhood.

As described in detail in the January issue of *Latitude*, the DBW shortages occurred because of the money being "lent" to the California State Parks (around $23 million) and our Governor's reduction of the DBW budget by $23 million (see *The Log*, Jan. 16-29, 2004). These proved to be the twin straws that broke DBW's back.

A bill currently before the Assembly proposes to safeguard DBW money from future raids conducted by other Departments on what is essentially boater tax and fee money. AB2665 is being supported by the Northern California Marine Association and the California Association of Harbormasters and Port Captains.

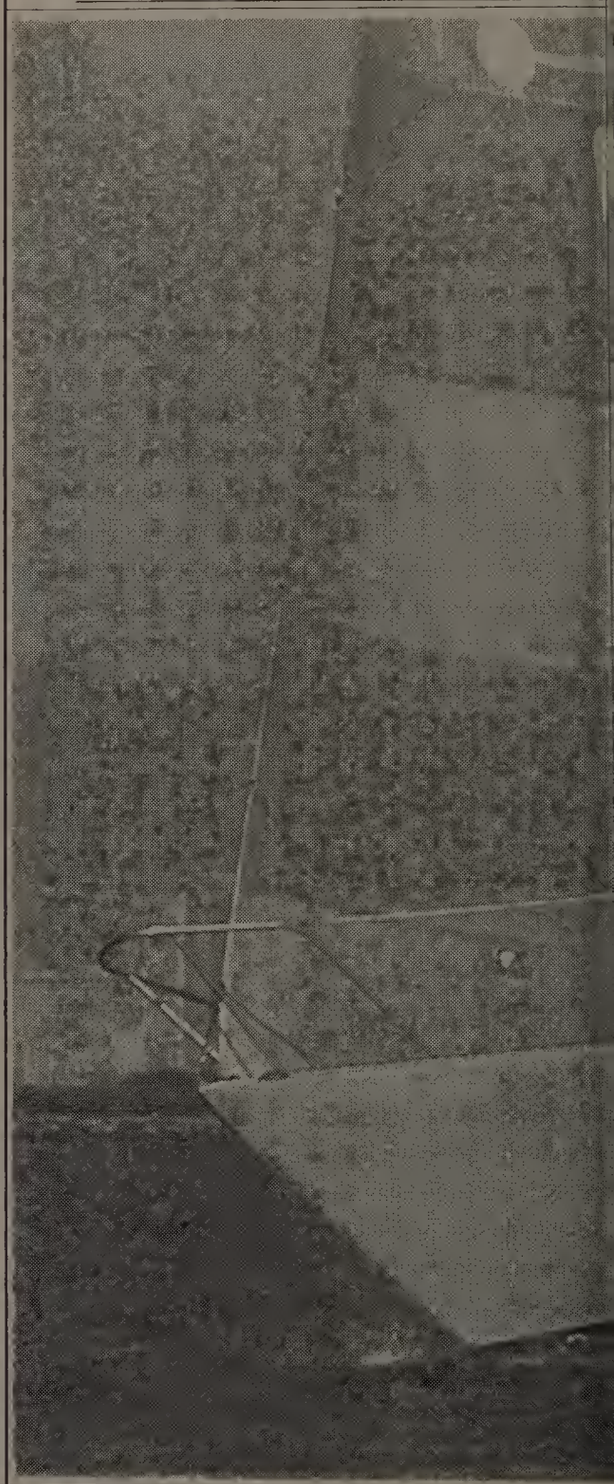
PIER 39 — Chippie the sea lion is gone — maybe — but certainly not forgotten. The 300-pound adult sea lion who somehow ended up at

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nemo

markably well. While it is not 100% on everyone, it's certainly up in the high 90 percentile. Levy warns that to be effective, it must be put on at least 10 minutes before entering the water, and must cover all exposed parts of the body. One time she and her husband went surfing together and he put it everwhere but his feet. Suffice it to say he limped home.

One type of invertebrate it has *not* been tested on is the lethal phylum of box jellyfish off the coast of Australia. A sting from these also all-but-invisible animals



— cont'd

can and has caused death.

Of course, it's not just surfers who get stunk by jellies. We think this would be a fabulous product for cruisers.

Safe Sea comes in 4-ounce bottles and runs from $10 to $12 depending on the strength of the included sunblock (it also come with no sunblock added). The product is widely available in Florida at Wal Mart, Walgreens, etc. Out here, check with your local surf or dive shop. If you can't find it there, you can order online at *www.safesealotion.com.*

shorts — cont'd

a Central California truck stop with a bullet in his head two months ago was brought to the Marine Mammal Center on the Marin Headlands. The bullet was removed from the otherwise healthy animal (it may be why he strayed so far off course), he was kept for a brief recuperation, and — with a transmitter strapped on his back — he was released. He made a beeline for Pier 39 where he hung out for several weeks, undoubtedly the 'guest star' responsible for the increased tourist traffic at that location. And then disappeared. Well, more accurately, it seems the transmitter fell off. Chippie may be gone, or he may be right in front of the noses of the tourists that still flock to see the resident sea lion pod (or whatever you call it) that has called Pier 39 home since the year of the earthquake, 1989.

looking good

"This past Saturday, we sailed in the Bay View Yacht Club opening race of the season on a friend's Cal 29," writes Colin Quesnell. "There were six of us aboard for this shakedown in preparation for the coming season club races. As might be expected, we were less than well coordinated, but were surprised and impressed when an aquaintance, Nick Odlum, on his Ranger 26 *Nereus* came by and matched us tack for tack for a while — singlehanded!"

That's Nic in the photo below. By his 'Thinker' pose, he's obviously deep in ruminations over his next tactical move. We're deep in thought about how he sails the boat like this, as he apparently doesn't use an autopilot or windvane. We'll check it out and let you know.



COLIN QUESNELL

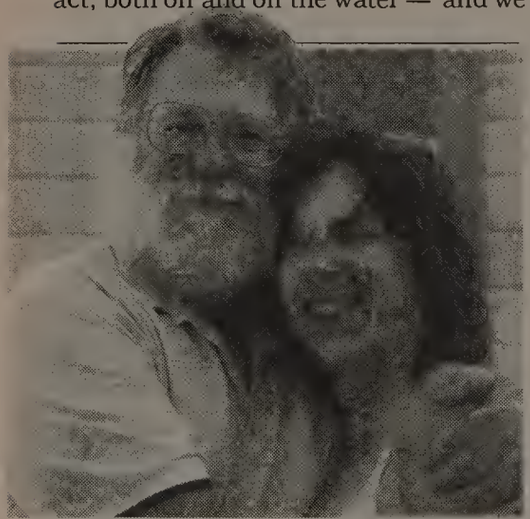
BVI SPRING REGATTA & SAILING FESTIVAL

In sailing, as in life, it's really not what you know — it's who you know. Which explains, in a roundabout way, how we had the good fortune to spend a week aboard Roy Disney's cool new maxZ86 *Pyewacket* in the British Virgin Islands last month.

It all started innocently enough. Our friend John Glynn, the longtime Bitter End YC marketing guru, called last fall asking if we'd be interested in trimming the mainsail on a Beneteau 40.7 he'd chartered for the BVI Spring Regatta and Sailing Festival. Naturally, we accepted — what better place to be in early April? Several months later, through a fortuitous sequence of events, the Beach Ball project was abandoned when we were both suddenly invited to sail on *Pyewacket*, the ultimate first class upgrade.

In one of his emails, *Pyewacket* project manager Robbie Haines was candid about our upcoming role on the 24-man crew: "Please don't be disappointed or surprised if you're just riding along in the back of the boat without much to do. Unlike the 75-footer, this beast requires full-time guys at each position."

Disappointed? Hardly. Relieved would be more like it — as an amateur sailor and middle-aged, out-of-shape pencil pusher, we knew there's not one job on the new, hi-tech canting-keeler that we could do with any remote degree of proficiency. Excited? Hell, yes. For over a decade, we've admired Disney and his closeknit *Pyewacket* program — a class act, both on and off the water — and we couldn't imagine nicer people to spend the week with.





Winning smiles — Above, Roger and Isobel Sturgeon ('Rosebud'). Right, Mick and Marlene Schlens ('Cosmic Warlord').

And the new boat! From pictures and articles, we knew it was an absolute marvel of modern technology, as well as the buzz of the international yachting world these last few months. To experience *Pyewacket* firsthand was an extraordinary opportunity, one which relatively few sailors (or Michael Eisner, for that matter) will ever enjoy. Besides, it's our job — we had to go!

The 33rd annual BVI Spring Regatta, presented by Nanny Cay Marina on April 2-4, attracted 132 boats from 15 countries. With sponsorship from the BVI Tourist Board, the Moorings, the Bitter End YC, Heineken, Mount Gay Rum, First Caribbean International Bank, and Road Town Wholesale, this has grown to be the third largest regatta on the Caribbean springtime circuit, behind Antigua Sailing Week (April 25-May 1) and early March's Heineken Regatta in St. Maarten. It's generally a lighter-air and flatter-water venue than the other two, packing in more races each day and, arguably, more fun each night.

As an added bonus, there are now two other regattas leading up to the Spring Regatta — the International Rolex Regatta in St. Thomas, USVI, on March 26-28, and the second annual Sailing Festival, a lower-key 'fun' event hosted by the Bitter End YC on March 30-April 1. A handful of boats, such as Mick Schlens' chartered Express 37 *Cosmic Warlord* and Bill Alcott's Andrews 68+ *Equation* (ex-*Magnitude*), managed to sail in all three events this year.

This was the second time that the International Rolex Regatta has been held just prior to the Spring Regatta (previously, it occurred three weeks later on Easter weekend). The new back-to-back schedule seems to be mutually beneficial, giving out-of-towners a new enticement to spend a week, not just a long weekend, in the islands. Among the 91 entries at the Rolex Regatta were three

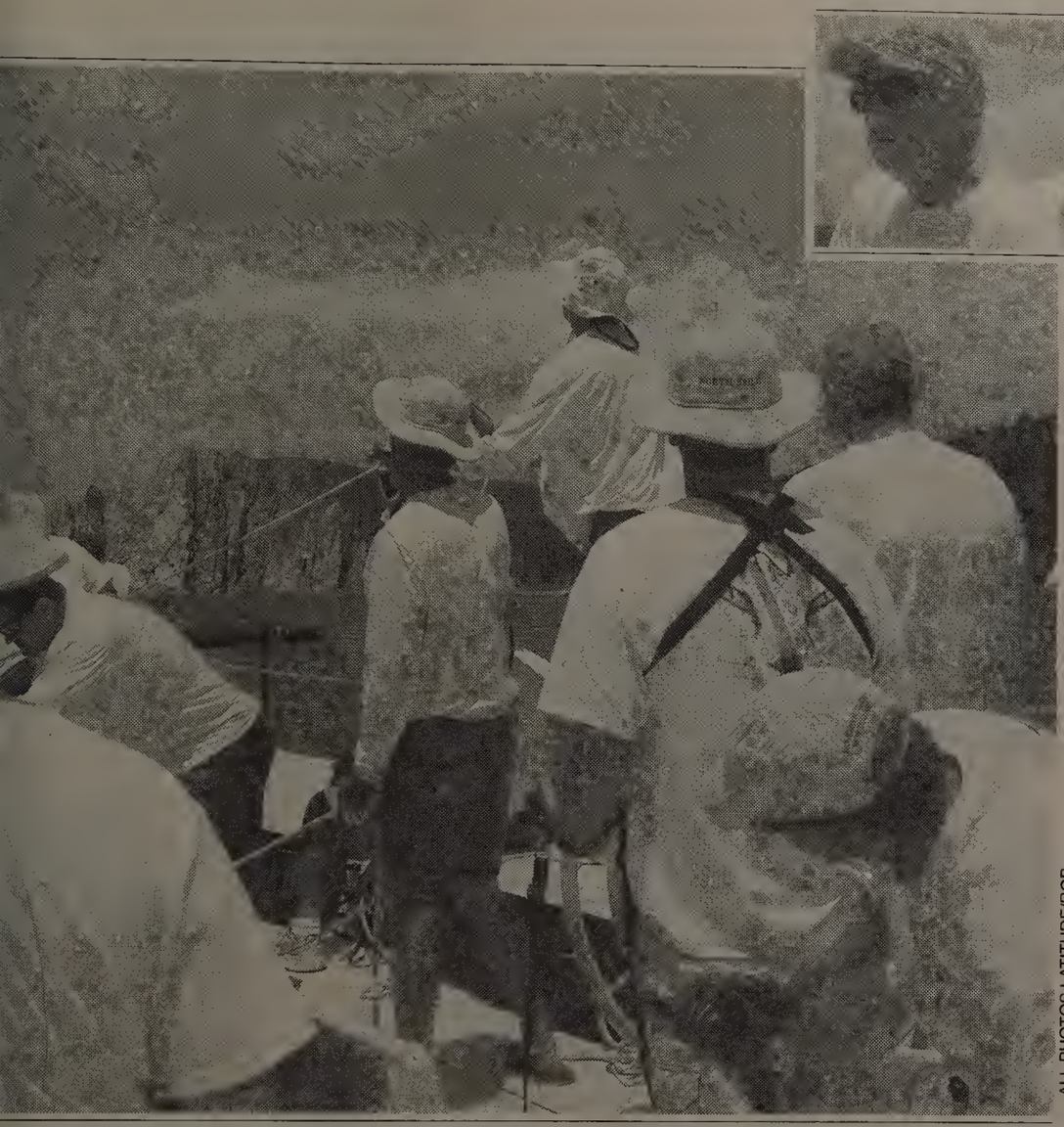


California efforts, all of whom trophied — Roger Sturgeon's TP-52 *Rosebud*, the aforementioned *Cosmic Warlord* (using Schlens' sails and crew off his own Express 37, *Blade Runner*), and Dave Janes' Olson 30 *J-Bird*, with Pete Heck and former owner Ernie Richau among the crew. (See *Box Scores* on page 180, or *www.rolexcupregatta.com*, for more results.)

The *Pyewacket* crew began arriving over the weekend at the remote and beautiful Bitter End YC on Virgin Gorda Sound, our base of operations for the following week. This has got to be the most sailor-friendly resort on the planet, accessible only by water and renowned for its armada of water toys. The BEYC proved to be a perfect place for a 'busmen's holiday' for the crew, and the ensuing relatively stress-free week of light-air sailing and shoreside activities was a welcome respite after the high winds and hand-to-hand combat with sistership *Morning Glory* at the Heineken Regatta.

We practiced on Sunday and Monday, using an America's Cup kite, which was

— AS GOOD AS IT GETS



ALL PHOTOS LATITUDE/ROB

Magic Kingdom — On board 'Pyewacket' during the Sailing Festival. Inset, Roy concentrates on steering, while Robbie keeps a watchful eye.

noticeably undersized on *Pyewacket*'s towering 125-foot rig. Our first impression, naturally, was that everything was really, really *big* — and totally hi-tech, and obviously quite expensive. It took awhile to get used to seeing 'Willie', the 20,000-pound keel bulb (equivalent to about 65 guys on the rail), out to windward of the hull — and hearing the motor constantly running in the background, revving up each time Willie moved around. Not unexpectedly, every maneuver took a massive amount of teamwork and choreography, particularly jibes and take-downs — but the crew somehow made it look easy.

The key is good people, and *Pyewacket* has some of the best in the business — all three bow guys (Ricky Brent, Curtis Blewett, and Jerry Kirby) have *won* the America's Cup, and three-quarters of the crew have participated in A-Cup campaigns. (The *Pyewacket* program, by consensus, is "like a Cup campaign, but way more fun.") Backing up the bow guys was Hogan Beatie at the mast, Dave Tank in the steamy sewer, and Wally Henry and Zan Drejes on opposite sides of the pit. In the middle of the boat, Scott Easom and Ethan Bixby were headsail trimmers, Noel 'Nitro' Drennan trimmed the main, Dick Loewy handled the traveller; and four very large, but fortunately friendly, guys were responsible for grinding — Paul 'Tiny' Larkin, Dave 'Bam-Bam' Calverley, Joe 'Jorilla' Fanelli, and Chris Kam.

The afterguard consisted of owner Roy Disney, who drove downwind; his son Roy Pat, who did double duty as upwind helmsman and downwind grinder; starting helmsman and tactician Robbie Haines, navigator Stan Honey, and Ben Mitchell, who operated the buttons controlling the canting keel in Doug Rastello's absence. Behind them on the runners was new recruit Bill Hardesty, at 28 the youngest on the crew, and boat captain Gregg Hedrick. Sail developer Fuzz Foster — one of four shore crew along with Tom Faire, Andy McCormick, and Mauricio Rubio — also hung out in this area most days.

The 'back porch', behind the crew and most of the moving parts, was reserved for the riders, whose primary job was to hike hard, keep our mouths shut, and try not to get killed.

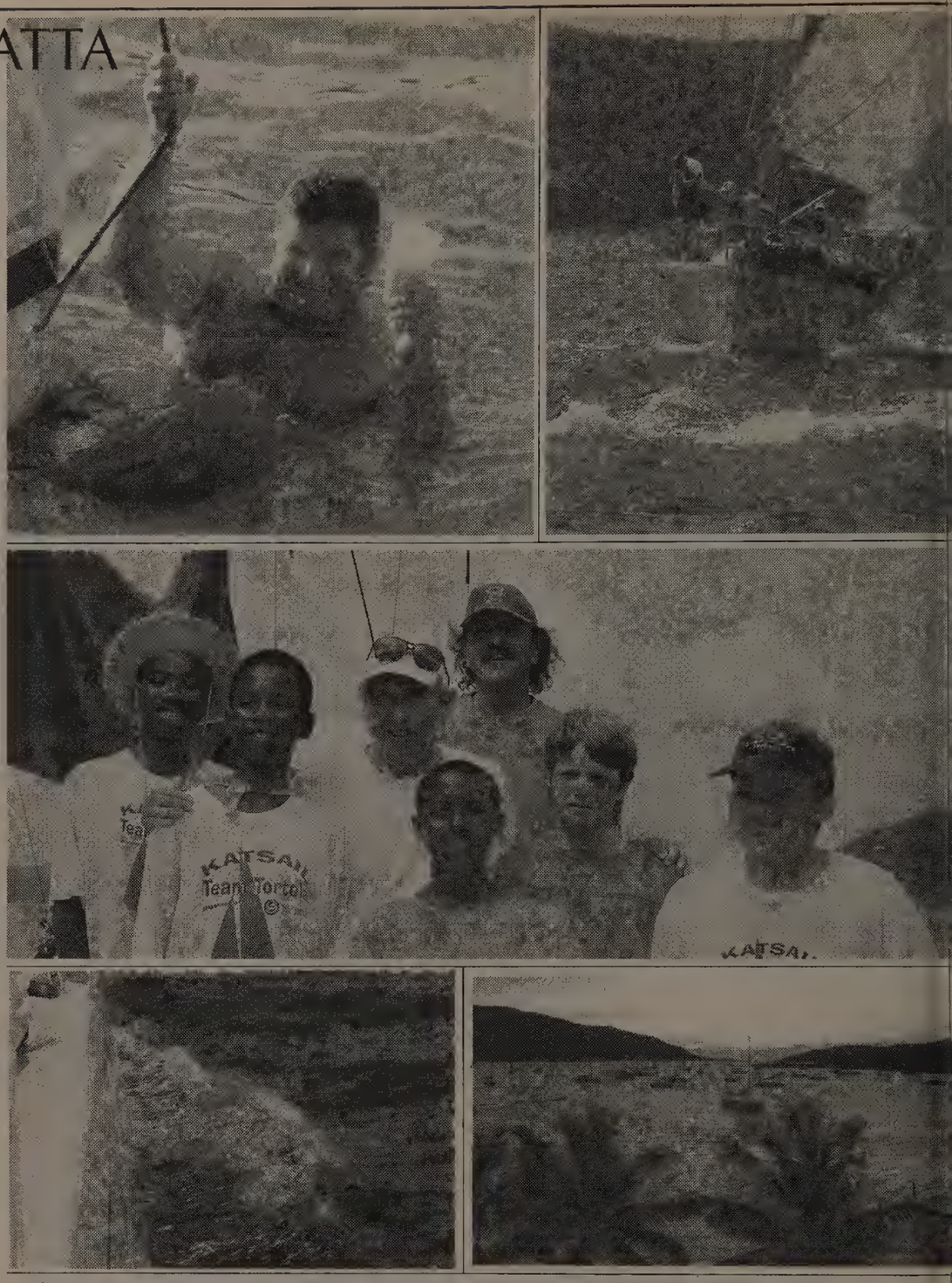
The Sailing Festival began on Tuesday with a 20-mile upwind race from Road Town, to a turning mark at the Baths, around the Dogs and Mosquitos, to the finish off the Bitter End. As we would do the rest of the week, some of the crew motored the boat down to the starting area at 7 a.m., while everyone else ate a leisurely breakfast before piling onto *Pyewacket*'s 35-foot Protector for a half-hour ride to the starting line.

Even with five key members of the crew wearing closed-circuit microphones for better communication (Haines, Honey, Mitchell, Brent, and Henry) and Honey's sophisticated starting software — the same package that *Alinghi* used to get those killer starts in the last Cup — we somehow managed to be over the line early. After restarting, we caught some nice shifts and soon horizoned our seven-boat fleet — it's fun to be that far out front!

We ended up losing the 3 hour, 15 minute drifter by about two minutes to Clay Deutsch's Key West-winning Swan 68 *Chippewa*, which finished just over an hour after we did. However, due to the fine print in the S.I.'s, which stated that no boat shall be scored if they finish more than an hour after the first finisher in class, we were surprised to be declared the winner. Disney, a good sport, gave the trophy to Deutsch, though the results stood. Only about half of the 34 starters finished the light-air race, despite shortening the course at the Baths for the other four classes.

Wednesday's scheduled 24-mile Around Virgin Gorda Race — basically a benefit for *Pyewacket* to set a course record — was called off due to a windless weather forecast. Most of our crew spent the unexpected layday at the nearby "drowned island" of Anegada, stopping to dive on a shipwreck on the way over. Five of the crew stayed behind to represent the USA (Los Angeles) in the first Nations Cup, a fleet race in the BEYC's new Hunter 216s. Skippers Ben Mitchell and Bill Hardesty, both former collegiate All-Americans, won the 8-race regatta handily over the UK, Germany, USVI and USA (Great Lakes). Fuzz, Nitro and Jerry crewed, and the other teams never knew what hit them.

BVI SPRING REGATTA



BVI scrapbook, clockwise from upper left — Jorilla (aka 'Cuddles Fountaine') relaxes after racing; '1st Home' and 'Cosmic Warrior' on the return leg of the Sailing Festival; Roy treated Jim Linskey and his Katsail kids to a tour of 'Pyewacket'; sunset at the BEYC; we never tired of admiring Willie.

The Sailing Festival's downwind return race to Tortola on Thursday was spectacular, though lightly-attended, as no one wanted to leave the Bitter End. With sunshine and 12-14 knots of breeze, *Pyewacket* showed glimpses of her straight-line speed potential, generally sailing at or above the wind speed (you look ahead for puffs, as the ones behind never reach the boat!). The scenic course left the Dogs to port, then left Ginger, Cooper, Salt and Dead Chest islands to starboard before finishing off Nanny Cay. We won the race, which took just over two hours, and were halfway back to the Bitter End before the next boat finished.

The real racing, the actual Spring Regatta, started the following day on three different circles — the Cooper Island course for spinnaker boats, the Norman Island course for cruisers, and a race track just off Nanny Cay for beach cats and 1C-24s (remodeled J/24s). *Pyewacket* sailed in Class A against just three boats — Tom Hill's red Puerto Rico-based R/P 75 *Titan*, *Chippewa* and *Equation* (which dropped out after the first day with a broken engine transmission). Race manager Peter 'Luigi' Reggio fired off four races for us the first day, eager to get some results on the board while the wind lasted.

The short windwind/leeward courses put a premium on good starts and good crew work — the beats were only 20-22 minutes long, and the runs were about 15 minutes. Downwind legs were a workout — almost as fast as the kite was up and the jib down, it was time to jibe, and then start planning the takedown. At first, the staysail even went up for a few minutes on each jibe, but that idea was soon abandoned for being more work than it was worth.

Leeward mark roundings, in particular, were always an adventure — taking down the 6,800-square-foot asymmetrical spinnaker, which is literally five times the square footage of our house, was a group effort. Because the boat travels faster than the breeze, the kite routinely blew out behind the mainsail when the tack was spiked off the 46-foot pole — causing us to shred one of our 2A kites on a batten pocket. The shore crew lugs a sewing machine to each regatta, and Nitro and Fuzz worked into the evening on the repair.

We ended up with a 3,1,2,2 record the first day, and it was fairly obvious that *Titan* — well-sailed by local hero Peter Holmberg, with Mark Ploch and Pete Heck aboard — was going to be a problem. Under the Caribbean Sailing Association (SCA) handicapping system, a simple yet quite effective measurement rule, we owed *Titan* roughly six minutes for every hour of sailing. We sailed over our rating upwind — with the forward rudder, the boat can point amazingly high — but were sticky downwind, perhaps dragging around too many appendages in the light, 10-12 knot breeze. Still, most of the corrected time finishes were close, generally within a minute — and there was plenty of racing left, or so we thought.

We got in three more races the next day, but the wind was faltering as the day wore on. After the first race of the day, Bam-Bam jumped into the Protector and was whisked off to the airport, unfortunately called home for a family emergency. Someone had to take his place and, lacking anyone else, Robbie moved us forward onto the handles. We approached the new assignment with trepidation, knowing we had no business being up there.

But the guys couldn't have been nicer to us: "You're in The Show, brother!" said one. . . "Welcome to Middle Earth!" announced another. . ."This is the moment you've been training all your life for," laughed Scott Easom, rolling his eyes.



Scrapbook, cont'd — Hogan 'Barracuda' Beatie on the wakeboard; our nemesis, 'Titan'; Ricky Brent liked to jump from heights; Bill Hardesty (left) and Ben Mitchell won the Inaugural Nations Cup; the TP-52 'Rosebud'; the mysterious 'X-Box'; and 'Chippewa' crew Mike Hoey and the Chippettes.

Then the hazing began ("We need to know how fast you can do twelve push-ups!"), as well as some serious instruction from our new mentor Tiny, the gigantic athlete whom we'd been stationed opposite. "Whatever you do, don't touch any buttons on the floor," he cautioned. "Remember to breathe, and if you get flicked off, don't try to come back in — you could break your wrist! Just listen to me, and follow what I do."

The three-speed winches, we were told, have overdrives, effectively giving the grinders six gears to choose from. Knowing which gear to start in, often a function of how many people are on the 'bikes', is the key to success. A magic button called the 'X-Box' links multiple pedestals together on the same function, allocating more power as needed. Finesse and timing, not just brute strength, are also important, as we soon learned.

The next two races, both short ones in light air, were a blur. Grinding upwind was pretty easy, thanks to non-overlapping headsails. Downwind was another story — with Tiny furiously changing gears and stomping buttons on the floor, we'd first sneak the tack of the spinnaker to the end of the pole, then raise the kite, then grind the sheet on. Just about as our heart rate got back to normal, it was time to jibe — transfer the spinnaker onto the snout line, grind the sheet through the jibe, and then grind the tack back into the pole.

"Hey, you're out of breath!" laughed Chris. "You should try this in heavy air!" . . . "Sit down and drink some water," advised Tiny. . ."Pace yourself," warned Roy Pat. "Don't have a heart attack!"

Though we weren't exactly Bam-Bam, we somehow didn't get thrown off the handles or suffer a heart attack as *Pye-Wacket* finished the day with a 2,2,1 record. It was a real thrill to sail in Middle Earth if only for a few hours, and the grinders congratulated us for surviving and even expressed thanks for the help. We declined, however, their offer to join them pumping iron that afternoon at the BEYC's outdoor gym.

That turned out to be the end of

BVI SPRING REGATTA & SAILING FESTIVAL

our brief maxi-sledding career, as Sunday's racing was canceled — improbably, for the third year in a row, due to lack of wind. After seven races, we ended up second to *Titan*, which wasn't entirely unexpected — *Pyewacket* was designed to be unleashed in the ocean, not sailed around the cans on such tiny courses. "It was still good fun, even though it was lighter air than we would have liked," said Roy. "Just spending time in the boat together was worthwhile. We're learning more every time we go sailing."

California was well represented at the awards ceremony. *Rosebud*, with Jack Halterman driving and Kevin Miller providing tactics, ended up winning Class B with a stellar 2,2,1,1,1,1 record. Among their victims was Les Crouch's new R/P 44 *Storm*, which finished fourth and was dubbed *Mini-Me* by the *Rosebud* gang for its resemblance to a smaller TP-52. The Bitter End's Express 37 *Cosmic Warlord*, with Mick Schlens driving and the ubiquitous Dave Ullman calling the shots, took Class C, posting scores of 3,2,3.5,1,1.5,1 (they actually tied *twice* on corrected time).

Though the regatta ended with a whimper again, a lot of racing was squeezed into a short time — 7 short races for us, 4 longer races for the cruisers, 12 races for the IC-24s, and 11 for the beach cats. "We've come up with a solution to this ongoing wind problem," joked press officer Alastair Abrehart. "Next year, all entrants have to come to the BVI for three weeks, and we'll pick out the best three days of sailing during that time."



Big and bigger — 'Pyewacket' dwarfs 'Equation' (ex-'Magnitude') at the BEYC docks. Next stop, Antigua Sailing Week.

wipe the smile off our face. *Pyewacket*, the Bitter End YC, the BVI in the springtime . . . it just doesn't get any better than that! Huge thanks to Roy and Robbie, the BEYC, and the BVI Tourist Board for making the wonderful week possible — we learned more, and had more fun, than we can possibly convey in these few pages.

Apparently, we even learned a few things about the art of grinding. At Sail Expo, after regaling everyone we knew with *Pyewacket* stories, we were cajoled into trying our luck on the Lewmar grinding machine in the Discover Racing booth. To our astonishment, we set the record in the Masters Division for the five-day show, beating the next best time by almost a full second!

Tiny would be proud.

— latitude / *rkm*



'Pyewacket's four horsemen, from left — Chris (back to camera), Tiny, Jorilla and Bam-Bam.

Writing this report two weeks later, our sunburn has faded, but we still can't

BVI SPRING REGATTA (March 2-4):

CLASS A — 1) **Titan**, R/P 75, PUR, 9 points; 2) **Pyewacket**, R/P 87, USA, 13; 3) **Chippewa**, Swan 68, USA, 21. (4 boats)

CLASS B — 1) **Rosebud**, R/P TP-52, USA, 8 points; 2) **Vim**, Swan 45, USA, 14.5; 3) **Aera**, Ker 55, GBR, 17. (6 boats)

CLASS C — 1) **Cosmic Warlord**, Express 37, USA, 12 points; 2) **Magnificent 7**, J/27, USVI, 17; 3) **Mistress Quickly**, Melges 24, BVI, 19.5 (13 boats)

CLASS E — 1) **Crescendo**, Swan 44, USA, 11 points; 2) **1st Home**, Beneteau 40.7, USA, 16; 3) **Lazy Dog**, Beneteau 40.7, PUR, 18.5. (8 boats)

CLASS F — 1) **Trouble**, Six Meter, ANT, 10 points; 2) **Dehlerious**, Dehler 34, BVI, 18; 3) **Boomerang**, J/33, BVI, 19. (7 boats)

IC-24 — 1) **Stinger**, USVI, 26 points; 2) **Seahawk**, BVI, 35; 3) **Brand New Second Hand**, BVI, 42. (12 boats)

PERFORMANCE CRUISING — 1) **Wildflower**, Sabre 402, USA, 9 points; 2) **Northern Child**, Swan 51, GBR, 14; 3) **Natural Magic**, Beneteau 42s7, GBR, 15. (13 boats)

JIB & MAIN — 1) **Affinity**, Swan 48, USA, 4 points; 2) **Barclay Kats 2**, J/24, BVI, 12; 3) **Second Nature**, Hughes 38, BVI, 15. (15 boats)

BAREBOAT A — 1) **Dot Com**, Moorings 463, 9 points; 2) **BVI Yacht Charters**, Beneteau 45f5, 17; 3) **Seaduction**, Moorings 494, 19. (21 boats)

BAREBOAT B — 1) **Northern Lights**, Moorings 403, 13 points; 2) **Frevo/Team Germany**, Beneteau OC 411, 14; 3) **Something Hot**, Sun Odyssey 42.2, 14. (11 boats)

MULTIHULL — 1) **Javelin**, Atlantic 55, USA, 5 points; 2) **Triple Jack**, Kelsall Custom, BVI, 7. (5 boats)

BEACH CAT (spinny) — 1) **HF Mortgage**, Hobie Tiger, PUR, 14 points. (2 boats)

BEACH CAT (non-spinny) — 1) **Wave Magnet**, Nacra 5.8, USVI, 20 points. (5 boats)

SAILING FESTIVAL (March 30-April 1):

RACING A — 1) **Pyewacket**, R/P 87, USA, 2 points; 2) **Northern Child**, Swan 51, GBR, 5. (7 boats)

RACING B — 1) **Crescendo**, Swan 44, USA, 4 points; 2) **Natural Magic**, Beneteau 42s7, GBR, 7; 3) **Cosmic Warlord**, Express 37, USA, 7. (10 boats)

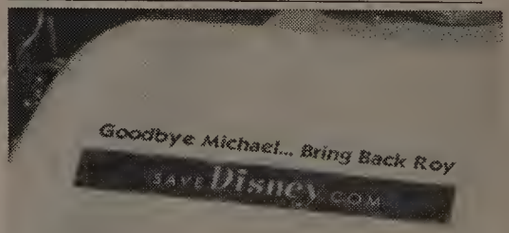
BAREBOAT A — 1) **Dot Com**, Moorings 463, 2 points; 2) **Big Ben**, Beneteau 50, 4. (7 boats)

BAREBOAT B — 1) **Frevo/Team Germany**, Beneteau OC 411, 2 points; 2) **Baronesse**, Hanse 411, 5. (6 boats)

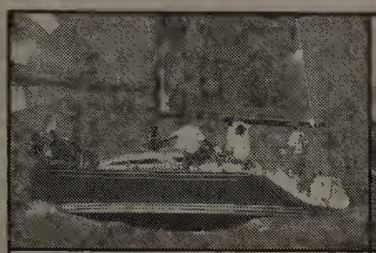
MULTIHULL — 1) **Endangered Species**, Norseman 430, USA, 3 points; 2) **Javelin**, Atlantic 55, USA, 3. (4 boats)

Full results — *www.bvispringregatta.com*

Sign of the times, spotted on the transom of 'Equation'.



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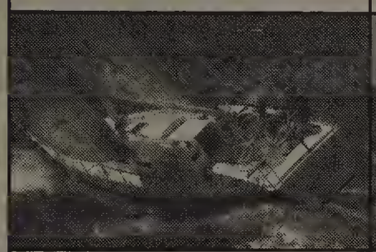
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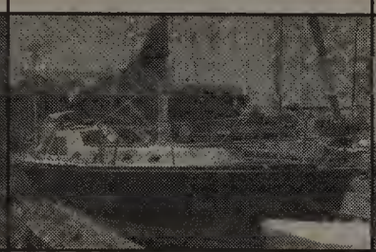
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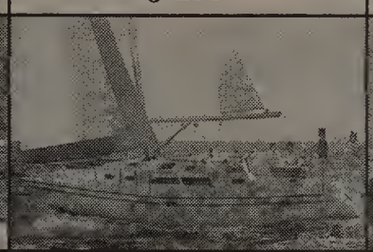
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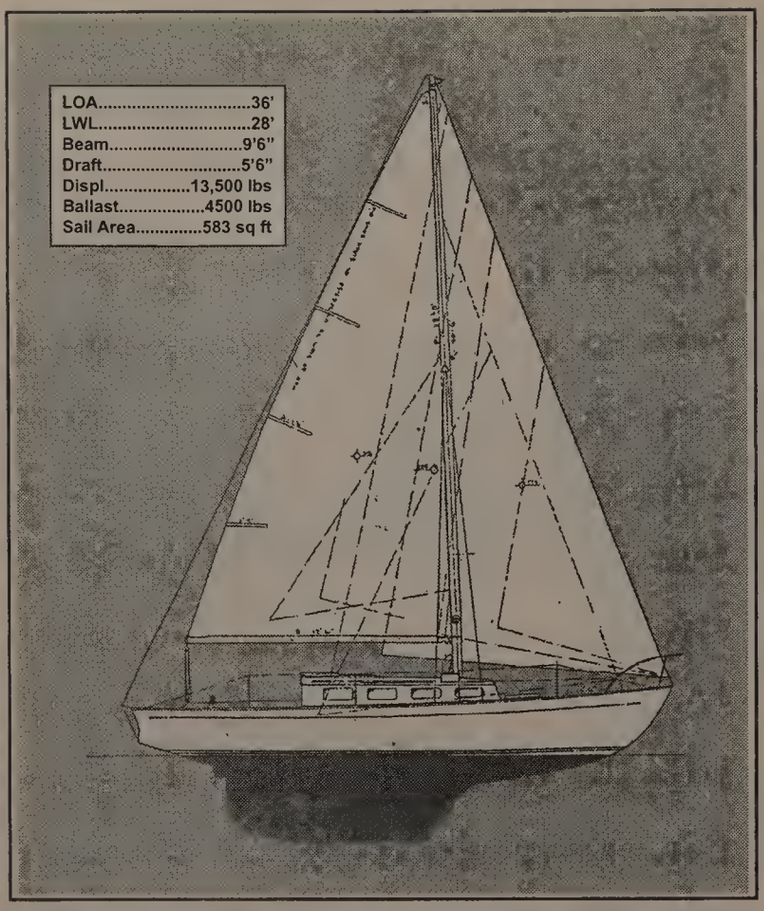
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L-36

The early 1950s were optimistic times in America. The Great Depression was a memory, the "good war" was won, and people displaced by those events had finally put down roots again. Industry, technology, home building and babies were booming as never before. And so was sailing. The schooners and gaff-rigged boats that had been the mainstay of yachting since the '20s and '30s were giving way to a whole new generation of 'modern' racer-cruisers. One of the best to come out of the West Coast was the L-36 sloop, which celebrates its 50th anniversary this year.

In fact, you could make a pretty convincing arguement that the baby boom was directly responsible for both the creation and at least part of the ultimate success of the 36. Southern California racer and TransPac veteran George Griffith had a couple of young kids and wanted a boat he could both race and sail on family outings. The only real design parameter was that she have a 28-foot waterline, the minimum allowed by TransPac. Griffith's friend Bill Lapworth drew a moderate-sheer, canoe-shaped hull with a long fin and attached rudder, and a tall, powerful sailplan. Griffith, a mechanical engineer, drew up an interior plan one night when he couldn't sleep. Griffith arranged for 'Chappy' Chapman to build the boat at his yard in Costa Mesa. There was only one snag to the plan: he didn't have enough money to complete the project.

Enter Bob Allan, another accomplished SoCal racer in Snipes and Stars before the war, and afterward part of the crew of such gold-platers as the 98-ft schooner *Morning Star*, which set a new TransPac record in 1949. Griffith showed a set of drawings of the new boat to Allan, also an old pal and father of young kids, and Bob said, "Where are we going to build our two boats?" The men split the weekly bills as the two identical hulls took shape. When the time came to decide who got which boat, they flipped a nickel. Griffith won, so his boat became hull #1. The nickel went under the mast step for good luck.

Cassandra, the first L-36, was launched in the spring of 1954.



Allan's *Holiday* followed a few weeks later.

Both boats, and the ones that followed, featured an unusual construction technique. They were built upright on what was essentially a male mold — a strongback with wooden frames spaced every 24 inches. The strip planking was 1 by 1.25-inch thick cedar, with each plank edge-glued and fastened to the one below it. Once the hull was complete to the sheer, the 'mold' was removed, temporary braces installed, and the inside of the hull sanded smooth. Then steam-bent oak frames were added. (Their rather odd spacing — 13 inches between centers — was reportedly stipulated by Chapman to hold six packs of beer snugly in the bilges.) Next came bulkheads and, finally, a plywood deck covered with a layer of fiberglass. The mast and boom were of box-section spruce.

This build method yielded not only a stiff and watertight hull structure — whose sides could be sanded glass-smooth — it also resulted in a light boat for its size. Just as significantly, the build method yielded a boat that was affordable to the average guy — or group of guys — who wanted to get into competi-



Ole boils across a windy Bay shortly before her start in the 2003 Master Mariners Regatta.

JAY AILWORTH

tive offshore racing.

Allan's *Holiday* was definitely the better-appointed of the two originals, featuring a nicer interior, electric lighting and a used Graymarine 31-horse gas engine out of the 10-Meter *Sirius*. The low-bucks Griffith had to settle for kerosene running lights and an 8-horsepower, hand-cranked Universal Fisherman gas engine. A few more 'no frills' 36s got the Fisherman, but most received Atomic 4s, slightly larger Utility 4s, or new Graymarines.

Although the L-36 was not conceived as a class boat, it wasn't long before other Southern California sailors noticed *Cassandra* and *Holiday* dueling with each other at the heads of local fleets and wanted in on the action. Hull #3 went to Bud Desenberg, father of Bay Area sailor Kim Desenberg. *Mistral*, launched in 1957, was the first actual 'production' L-36, and the first of the long-cabin boats.

The reason for the longer cabin was the head on the first two boats. It was located just forward of the mast, "It was a cramped little space that you had to bend down to enter," remembers Skip Allan, Bob's now-renowned sailing son. To make this important space more user-friendly, Lapworth had the cabin roof extended three frames farther forward. This became standard on the rest of the production run until about hull #40, when the aft end of the cabin was also extended one frame aft.

L-36 racing became hot and heavy in Southern California in the '50s and '60s. Allan, Griffith, Desenberg and others (including a few Hollywood owners like Buddy Ebsen and James Arness) were in the thick of it, regularly putting a dozen or more boats on the line for Catalina and Channel Islands races. Griffith won the prestigious Whitney Series out of Los Angeles YC twice. Desenberg pitted his comparatively tiny *Mistral* against ocean racing giants like *Ticonderoga* and *Novia Del Mar* in the '64 Tahiti Race, which he led on corrected time until the Doldrums. (She was the smallest boat ever sailed to Tahiti at the time.)

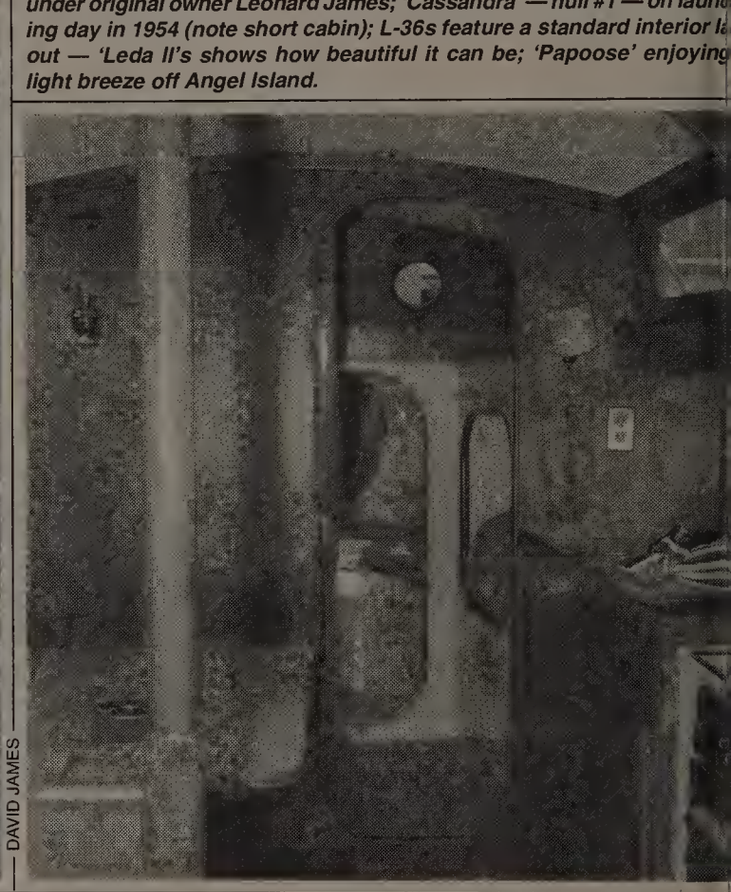
Owners often raced local events with their kids. Skip Allan remembers that racing *Holiday* was a family affair from the start. During one coastal race, little brother Scott was playing depth sounder up on the bow as they hugged the coast. "We knew we were in the vicinity of the Pt. Fermin Rock, and sure



COURTESY ALLEN EDWARDS



LATITUDE/JR



DAVID JAMES

L-36 action through the years (clockwise from above) — 'Papoose' the thick of battle at the Master Mariners; 'Leda II' rockin' and roll under original owner Leonard James; 'Cassandra' — hull #1 — on launching day in 1954 (note short cabin); L-36s feature a standard interior layout — 'Leda II's shows how beautiful it can be; 'Papoose' enjoying light breeze off Angel Island.

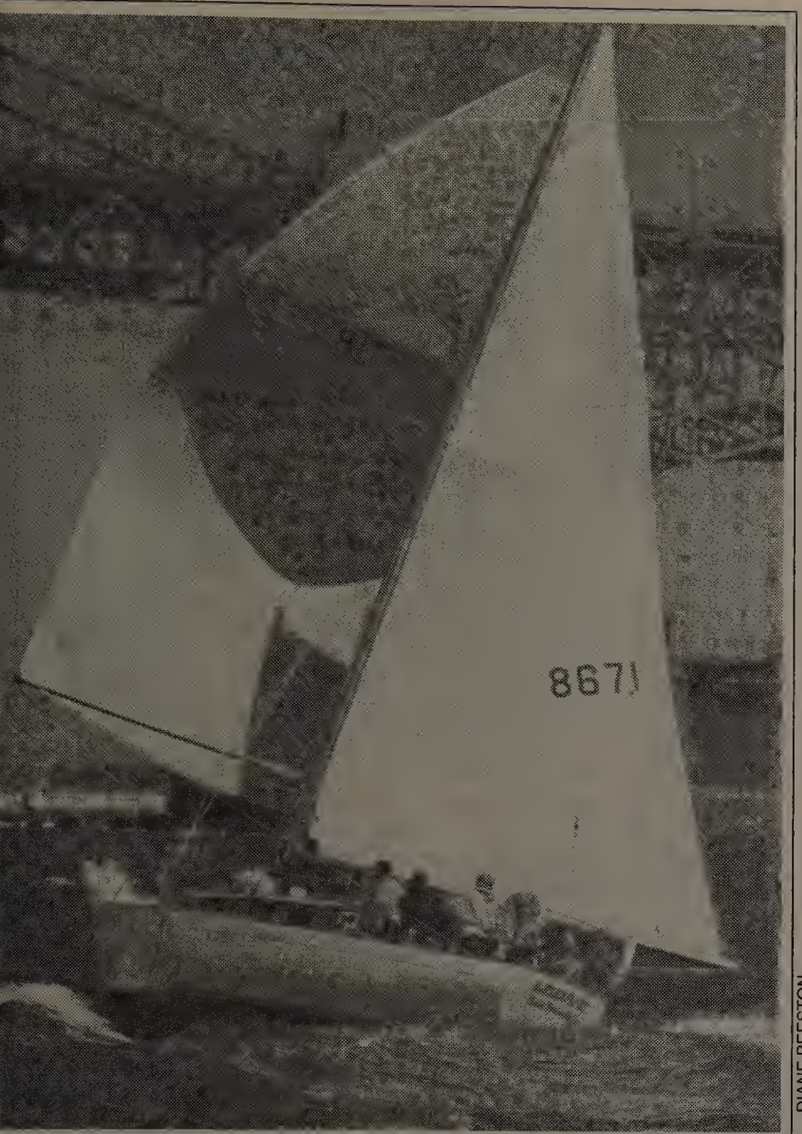
enough, Scott cried out, 'Rock! Rock! Rock!" as he pointed directly down between his legs," says Skip. "We came to a crashing stop, which nearly catapulted Scott overboard. But we bounced off and continued on to win the race. Later the boat was hauled and a sledgehammer was used to repair the jagged lead keel. Par for the course in those days."

L-36s first entered the TransPac in 1959, when Frank Rothwell's Hawaii-based *NoHuHu* (#9) and Fred Dodd's *Sayonara* (#16) finished about three hours apart to take third and fourth in Class D. At least one or two L-36s continued to race in TransPac well into the '60s.

Farther afield, in the early '60s, Ches Rickard's *Winsome III* (#33) became the only yacht in history to take three consecutive overall wins in the Pacific Northwest's Swiftsure series, and John Innes' Seattle-based *Long Gone* (#56) became the first boat to win the inaugural Victoria to Maui race in 1965.

Certainly the most unique event in which any L-36 ever participated was the 1959 Buenos Aires to Rio Race. Newport boatyard owner Steve Newmark had *Eventide II* (#31) shipped to Argentina aboard a freighter for that event, which was a brutal 1,200-mile beat to weather that one sailing magazine likened to "racing from San Pedro to Seattle."

Back then, Argentina and Brazil were hotbeds of sailing, and the BA to Rio Race served as both proving ground for new designs and rite of passage for sailors from both hemispheres. Among the 27 boats the *Eventide II* crew were going up against were several Brazilian-built Sparkman and Stephens creations, as well as a handful of new speedsters off the drawing board of an up-and-coming young Argentinian named German Frers. Rounding out the American contingent were two big yawls, Huey



DIANE BEESTON



COURTESY GEORGE GRIFFITH

Long's 53-ft *Ondine*, and Bill Moore's 57-ft *Argyll*.

Crewing aboard the red, white and blue-painted *Eventide II* were designer Bill Lapworth, builder Rolly Kalajian (by then partners with Chappy Chapman), Steve Newmark's brother Warren, and Steve's wife Esther, who did both the navigating and cooking. (There was also a 'local knowledge' Argentinian aboard.) It would be great to say the little dragonslayer boat won. But the wildly variable conditions — raging *Pamperos*, stifling calms and not much in between — made for difficult racing. A crack discovered in the base of the mast the second day out forced the crew to sail conservatively, and uncharted obstacles kept everyone on their toes — Newmark came on deck once to spot the funnels of a sunken ship not 30 feet away. They nevertheless finished second in class and seventh overall, beating many larger yachts boat-for-boat. Everyone was impressed by the well-sailed American sloop.

In fact, a few were so impressed that, years later, confusion reigned when a very familiar-looking boat with exact L-36 dimensions showed up in the classified pages of *WoodenBoat* magazine. The build sheet even listed Lapworth as the designer, although neither he, Chapman, nor anyone else in the fleet had any knowledge of the boat. When, in the flurry of mail that went back and forth, the seller happened to mention the boat had come up from Brazil, all became clear: the lines had been pirated off *Eventide II* when she was down in Rio in '59. The sincerest form of flattery, indeed!

The Chapman and Kalajian yard built more than 50 L-36s in a 10 year run. An authorized Canadian builder put another 14 or 15 in the water, and a few, including the Hawaii-built *Nohuhu*, were built individually. Records are a bit sketchy, but the best guess is that a total of 70 or 72 L-36s were built.

No one's quite sure which L-36 was the first one to sail the Bay, but the class association was started in 1958. Their ODCA heyday was the mid to late '60s. By the time local fleet guru Bob Griffiths (no relation to George) bought *Eventide* in 1976, the one-design action was winding down, but *Eventide* (#31, the same boat that did the South American race) and a handful of other 36s have kept active over the years in HDA, specialty races, beer cans and, more recently, Master Mariner Regattas.

There are a half-dozen active L-36s in the Bay. Here's a quick look at a few of them: John Hamilton's *Ole* (#7), David James' *Leda II* (#71), and Allen Edwards' *Papoose* (#5).

Hamilton — who has been listed as the fleet captain since 1978 — fell in love with the design nearly 30 years ago when he helped the then-owner deliver *Ole* (then *Aukai*) to Hawaii. He and wife Carole Leonard came back and started looking for a L-36 of their own, only to be offered *Ole* herself a short time later. They've owned her since 1977.

"She smells right and sounds right," says Hamilton when asked about the appeal of this old classic. He also notes that *Ole*'s construction has remained "tighter than a teacup — she simply does not leak." The only rot he (and most other) L-36 owners normally have had to deal with is a result of a sometimes leaky hull-deck joint that allows water to permeate the plywood deck veneer, and/or migrate down into the hull and ribs. Some boats — *Ole* among them — also suffered from improperly sealed mastheads, which can lead to rot there.

David James can lay claim to the longest continuous L-36 ownership, at least locally. His father Leonard had *Leda II* built in 1965. She was the last of the production line, and the story goes that Chapman and Kalajian's hadn't built an L-36 in more than a year, so when the order came in, they really had to scramble to make sure they had not only the basic materials, but the additional wood to give *Leda* the fleet's only teak deck.

Leonard was active in all local in-the-Bay and offshore racing, taking home many trophies, including the 1968 ODCA championship. David was born in 1971 and by 1989, Dad "gave him the keys" and he started his own winning ways with the boat, including division wins in HDA, Farallones, Vallejo — and three straight Windjammer races in the mid-'90s.

The elder James is gone now, but David continues the love affair with *Leda II*, and she remains one of the most spectacularly kept boats — of any make or vintage — on the Bay. She's undergone several extensive upgrades, including, in just the past few years, a redone interior, a new aluminum mast and a completely refastened teak deck. While David does most of his serious racing on other people's boats these days, he still gets *Leda* out for the Master Mariners and beer can races, as well as a yearly cruise to Tinsley Island. In something of another 'milestone', the boat has occupied the same slip at San Francisco

YC since she was new — 39 years!

Like most other owners we talked to for this article, James felt that the L-36's amazing seagoing abilities are among its best attributes. "I've personally had *Leda* out in 50 knots during an ill-advised Lightship Race, and I know my father went through some Santa Ana experiences that were worse than that. And there were never any structural worries," he says. In windy beats, the boats are easily managed and don't beat you up. Downwind under spinnaker, they can surf into the teens.

Another local owner with a similar story is Allen Edwards. His father, also named Allen, bought *Papoose* (ex-*Margarita*, ex-*Dotmar*) in 1974 and raced her actively in Southern California. When he passed away about 15 years ago, Allen, the son, brought her to the Bay. He takes the well-cared-for 36 out as often as once a week in summer.

These days, depending on condition, used L-36s can be had for between $5,000 to $25,000. And there are still a lot of them around. An estimated dozen or more reside in the Bay. There are still around 15 in the Pacific Northwest fleet, with single boats scattered far and wide. Of course, most still reside in Southern California. Records show that only one boat has for sure been lost — sadly, it was old #1, George Griffith's *Cassandra*, which broke off a mooring at Catalina a few years ago during a Santa Ana and was driven ashore.

At the other end of the spectrum, many have 'returned to their roots' and shine as family cruising boats. A number of them have sailed to Mexico. A few have gone on to the South Pacific. And one, a San Diego-based boat named *Gambit* (#40), did a nine-year circumnavigation (1978-1987) under owners Buzz and Maureen Hatheway. Word is that the same boat is preparing to go around again under new owners.

As part of the 50th anniversary of the launch of the first L-36, there's been a fleet revival for this year's Master Mariners Regatta on Memorial Day. At this writing, there are commitments from six boats: Hamilton's *Ole*, Griffiths' *Eventide*, James's *Leda II*, Edwards' *Papoose*, Sergio Galli's *Finesse* (#51), and Alison Audretsch's *Sayonara* (#16).

Ironically, George Griffith was as much responsible for the end of L-36 production as he was for the start of it. Taking much of what he and Lapworth learned from a decade of racing *Cassandra*, in 1963, he commissioned Lapworth to design a bigger boat with offshore yachting's first detached rudder. That turned out to be the Cal 40, a breakthrough boat in every sense of the word. Many of the first owners in that class were L-36 guys who moved up to the 40 — often with their entire crews — including Bob Allan, who once again scored hull #2.

While the L-36 soon faded into the shadow of her flashier big sister, the design couldn't help but endure. Light, tight, seakindly and robust, the L-36 has enjoyed a longevity unusual among wooden yachts. With her handsome lines as the icing on the cake, the 36 will undoubtedly continue to offer fun, safe, comfortable sailing and casual racing to future generations of owners — along with a turn of speed sure to confound many modern competitors. Any way you look at it, the L-36 has been — and always will be — a class act.

— **latitude**/*jr, with special thanks to bob griffiths*



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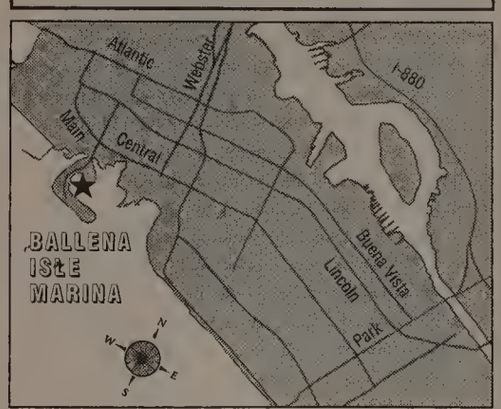
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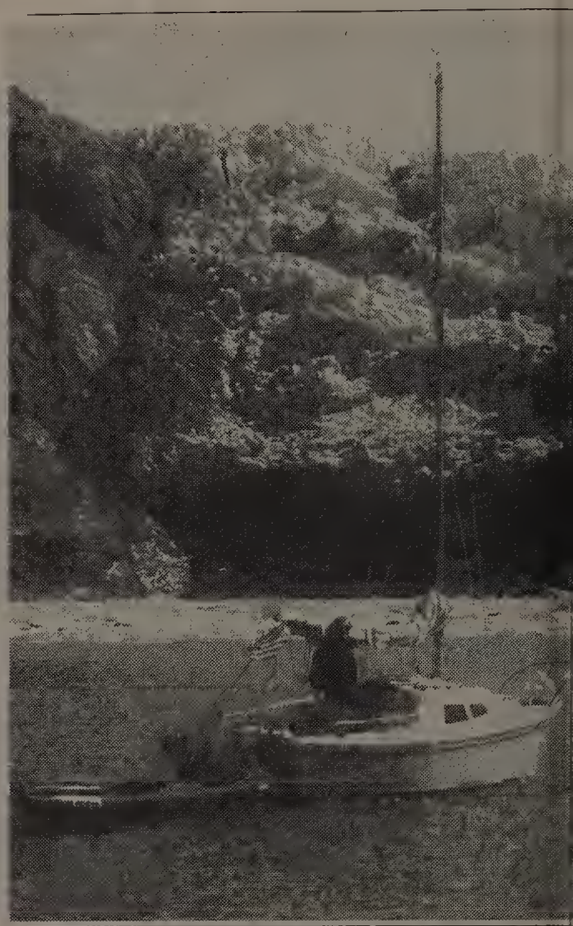
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NORTH TO ALASKA

One of the most well-traveled cruising boats sailing out of San Francisco is also one of the smallest. We first brought you the story of Chubby, *a 19-ft West Wight Potter, when owner Bill Teplow sailed her to Hawaii a couple of back. Before returning to Oakland on the deck of a ship, Bill also chronicled* Chubby's *several-week cruise around the islands. As you'll see in a minute, neither Bill nor his tiny cruiser were idle for long. . . .*



I strained my fatigued eyes against the riot of lights from the San Francisco Cityfront. It was just past midnight on a glassy calm, clear, warm night in late October. *Chubby,* my West Wight Potter 19, and I were motoring on the biggest flood of the month through the Golden Gate and back to our homeport of Berkeley, California. This was the last hour of our 2,600-mile voyage from Port Angeles, Washington, to Glacier Bay Alaska and back, and I was very wary of shipping traffic transiting the Golden Gate. We were perhaps 500 yards west of the Golden Gate Bridge, heading straight for the Berkeley Marina on the far eastern shore of San Francisco Bay when the incident occurred.



Bill Teplow.

Seemingly out of nowhere, a set of masthead lights loomed menacingly overhead. At the same instant, I heard the blasts from the boat's horn. Through the glare below the lights, I clearly saw the angular flare of the bare aluminum hull on a Coast Guard 47-footer, throwing up a big bow plume and heading directly for us, perhaps 200 yards away. I had only enough time to react instinctively, throwing the tiller hard over. *Chubby* reacted instantly, snapping around ninety degrees to starboard. As my boat heeled through the violent turn, she yanked the prop of her little 5-horse Nissan out of the water and the engine screamed shrilly as it overrevved. I leapt for the throttle handle and twisted it to idle as *Chubby* came back on her feet.

In the relative quiet of the idling engine, I scanned around 360 degrees to see where the 47-footer was, expecting at any moment to hear the reprimand of the Coast Guard skipper on his bullhorn, chastising me for my negligence. I searched once around through the confusing backdrop of the city lights, and then a second time. Nothing. The motor launch was gone. That is, it never existed. It had been a hallucinatory fabrication of my sleep-deprived mind. Prior to this moment, I had been at the tiller for exactly 24 hours after my autopilot failed just after departing Noyo Harbor, 130 miles to the north.

I chuckled at the irony. *Chubby* and I had just completed a four-month voyage through the heavy shipping, fishing and cruising traffic in the narrow channels of the Inside Passage through British Columbia and southeast Alaska, then dodged barges and salmon trollers all the way down the West Coast from Seattle, crossing over the Columbia River Bar a couple of times. And here, within sight of home, we had our only near-'collision' with nothing more substantial than a mental cramp.

Aside from this frightening 'near-miss', the trip had proved to be all that I had hoped for and much more — a 2,600-nautical-mile ramble through vaulting fiords, narrow, forest-lined passages, swirling tidal currents, crackling glaciers, icebergs, whales, 20-foot tides, tumbling waterfalls, hot springs, dense fog, intimidating open-ocean passages, incessant rain, kelp rafts, logs, snug harbors and new friends.

The idea for the Inside Passage voyage began to take shape initially last winter due to a mishap at the Berkeley Marine Center boatyard at *Chubby*'s home marina. The boat had just arrived back home via Matson container from Honolulu after our voyage from Berkeley to Hilo, Hawaii, and our subsequent cruise through the Islands which ended the first week of October, 2002. As *Chubby* was being unloaded from the container, she was accidentally dropped into the water from a considerable height, which caused some cosmetic and possibly structural damage to the hull around the keel trunk. The manager of the boatyard immediately pulled the boat out of the water, set her on stands and made the necessary repairs.

> *I had only enough time to react instinctively, throwing the tiller over...*

During the repair process, the yard owner, yard manager and I got to talking about improving the retractable keel design. That discussion led to the complete tearout and rebuild of the keel and keel trunk. The new keel consists of a 360-pound lead bulb at the end of a 3-1/2 foot-draft fiberglass/carbon fiber composite foil.

The project was completed on June 1, 2003, and now we needed to take a shakedown cruise. I had the summer free so I figured I could cover two to three thousand miles.

When departing the Golden Gate, one has three choices: turn left, turn right or go straight. I had already taken the go-straight option last summer and ended up in Hawaii. The turn-left option to Baja was not realistic because hurricane season was setting in. The decision didn't take long: I turned right.

Glacier Bay seemed about the right distance for the allotted time, so the plan



'Chubby' at Sawyer Glacier in Alaska, near the end of her 1,200-mile trek up the Inside Passage last summer.

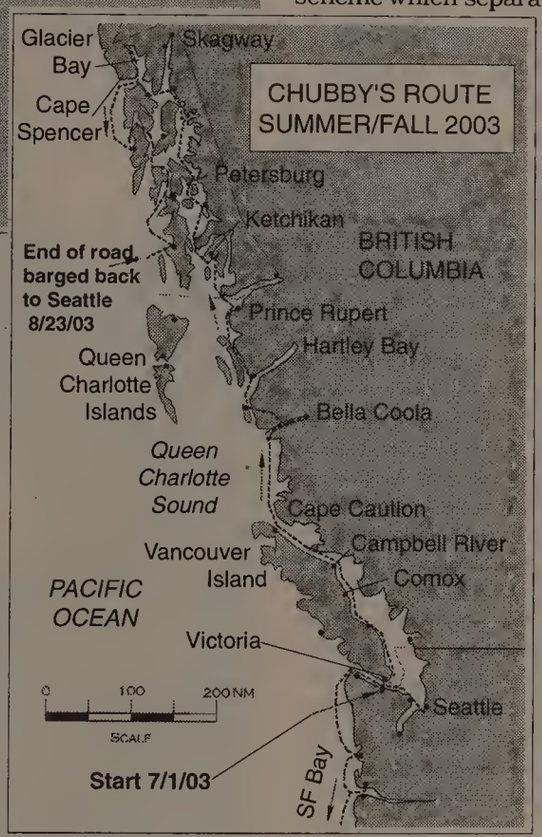
started to gel for a journey up the Inside Passage, with a turnaround at Glacier Bay. I assumed that if I ran out of season, I would simply send *Chubby* back to Seattle via barge and then trailer her home. Detailed planning of the trip was done concurrently during the days spent laminating, grinding, shaping and fitting the new keel and trunk. I purchased the necessary paper charts for the whole route from San Francisco Bay to Glacier Bay, plus several guide books and tide and current tables. This great pile of paper was by far the most expensive, and, it turns out, the most important expenditure of the entire trip.

June 17 — False Start

Chubby and I departed on June 17 at 0630 from Berkeley. We motored out through the Golden Gate in the morning calm and modest ebb, turning right at Pt. Bonita. By about 1400, we were beating into 25 knots and 6-ft seas with NOAA weather reporting 39 knots at the Bodega Buoy. Not good. It was just about then that the lower pintle on the transom-hung rudder snapped off. This was a brand new, high-tech IdaSailor polyethylene rudder fresh out of the box. I got the flailing rudder off in time to save the gudgeons and threw it into the cabin.

Now with the crashing surf and jagged lee-shore cliffs of the Marin Headlands looming just two miles off, I felt compelled to solve this little embarrassment without delay. Rummaging around in the quarter berth, I stumbled across the spare rudder, the same old stock wooden model that steered me to Hawaii. Stabbing the pintles of the spare rudder through the gudgeons in the building seas was challenging but, as it turned out, not impossible. We ran back to the Gate at 5-1/2 knots under working jib alone and were back in the Berkeley Marina by 1800.

Next morning I mustered my best disgruntled customer persona and called IdaSailors. Turns out they sent me the new rudder with pintles that were missing the critical reinforcement plates. The un-reinforced butt welds had lasted only 6 hours. After the delay involved with getting a new set of pintles and waiting for the six consecutive days of 25-plus knot northwesterlies to die down, I had run out of time to sail north. I called a boat hauler and he took us up to Port Angeles, Washington, where we started our journey anew.



July 2 — Port Angeles

With the start of the flood, *Chubby* and I departed Port Angeles and sailed north, directly across the Straits of Juan de Fuca to our Canadian port of entry, Victoria. The 20-mile crossing was a pleasant beam reach in 15-18 knots, which put us into Victoria in five hours. This passage was our first introduction to the routine of dodging ship and barge traffic as well as massive kelp mats and logs which were to characterize the next two months of cruising and rapidly became second nature to us.

We entered Victoria's outer harbor, strictly adhering to the traffic control scheme which separates boats from seaplane traffic, both of which are very heavy. The Harbor Patrol sits with engines idling on their fast RIB, waiting to pounce on any unsuspecting boater that strays a few yards from the yellow buoys marking the center of the channel. We motored (sailing is forbidden in Victoria Harbor) directly up to the clearly marked customs dock to start the arduous bureaucratic nightmare of checking into Canada.

I tied up *Chubby*, walked a few feet to the head of the dock and picked up the dedicated customs phone. The gracious customs clerk at the other end asked some penetrating questions: Drugs? Booze? Guns? Wads of cash? Boat registration number? Apparently, I managed to give all the right answers because she immediately gave me an entry number to post on the boat.

And that was it. The ordeal stretched on for an interminable minute and a half, but, on the other hand, there were no fees to pay. Proudly displaying our entry number, we moved next door to a guest berth at the Wharf Street Marina in the heart of downtown Victoria.

NORTH TO ALASKA

The Victoria waterfront was jammed shoulder to shoulder with tourists, winding up a week of Canada Day festivities. The city, sparkling in the afternoon sunlight, and the colorful, milling crowd all added up to a welcoming atmosphere. I did not stay on the dock much during that evening or the following morning because of the strident noise and noxious exhaust belching from the sea planes departing from the adjacent dock. We were glad to be on our way the next morning, leaving behind the noise and jostling crowds. We left at the end of the ebb at about 1000 hrs, so that we could ride the midday flood northward.

Much of the daily planning consisted of timing the tides.

July 2-4 — Victoria to Dodd Narrow

We rounded Trial Island on a beam reach in 12 knots of winds and turned north, now running dead down on the building flood and making 8 knots over the bottom. It was a sparkling, sunny day and a great start to our 1,200-nm northbound leg, which I hoped would bring us to our turnaround point at Glacier Bay. We weaved through the rocks and tidal races of Mayor and Baynes Channels and then out into Haro Strait. We hugged Vancouver Island past Sydney, and then worked our way west around Saltspring Island through the turbulent Sansum Narrows and into Maple Bay to spend the night.

Maple Bay Marina was a lovely little private marina with manicured gardens and grounds. Scattered among the brightly colored flowers was a fascinating collection of old marine diesel engines from the early 1900s. The marina is located deep at the head of Maple Bay in placid protected waters surrounded by dense, overhanging woods. The tranquility was an immediate antidote to the shockingly frenetic atmosphere of Victoria.

The following day, we had to wait until 1300 to depart in order to catch the flood going north. We rode the flood to a small island situated just south of Dodd Narrows and anchored there for the night. We were scheduled to leave at first light the next day in order to transit the Narrows at slack water before the flood. This was to be our first of many encounters with the type of narrows that generates intimidating and sometimes dangerous standing waves, overfalls, and whirlpools during the daily tidal cycle.

The maximum flood in the Narrows is 9 knots on the flood and 8 knots on the ebb. The only reasonably safe time to pass for a slow boat like *Chubby* is during high or low slack water. Much of the daily planning for the entire voyage consisted of timing the tides to avoid dangerous and or contrary tidal currents. The experience at Dodd Narrows proved to be typical for the entire trip.

July 5-6 — Hornby Island to Comox

We hugged the east shore along Mudge Island, exploiting the counter currents to claw our way upstream at about 2 knots. We arrived at the entrance to the Narrows just as the current began to slack. The waters in the Narrows swirled chaotically as they began to reverse direction, causing *Chubby* to spin this way and that like a leaf in the wind, but we were able to keep enough control to stay out of the kelp lining the walls of the pass. About halfway through, we began to feel the suck of the flood; we exited the Narrows making 6 knots over ground as the flood kicked in.

As we entered the open waters of Northumberland Channel, a mystery from the previous night was quickly resolved. As we lay at anchor during sunset at Round Island the previous evening, a northerly breeze sprang up and carried with it a nauseatingly sweet stench which I could not readily recognize. It was not the smell you would expect from a seal carcass that might be lying on the nearby rocks of Round Island.

At first I thought it might be a rat that might have gotten onboard in Port Angeles or Victoria and died among the provisions. A careful sniffing of the cabin

Cruising in Alaska is definitely a different experience than cruising in Mexico.



ALL PHOTOS BILL TEPLOW

eliminated that possibility — the smell was definitely riding the wind from the north. Mercifully, the wind shifted and then stopped, leaving untainted air to breathe for the remainder of the night.

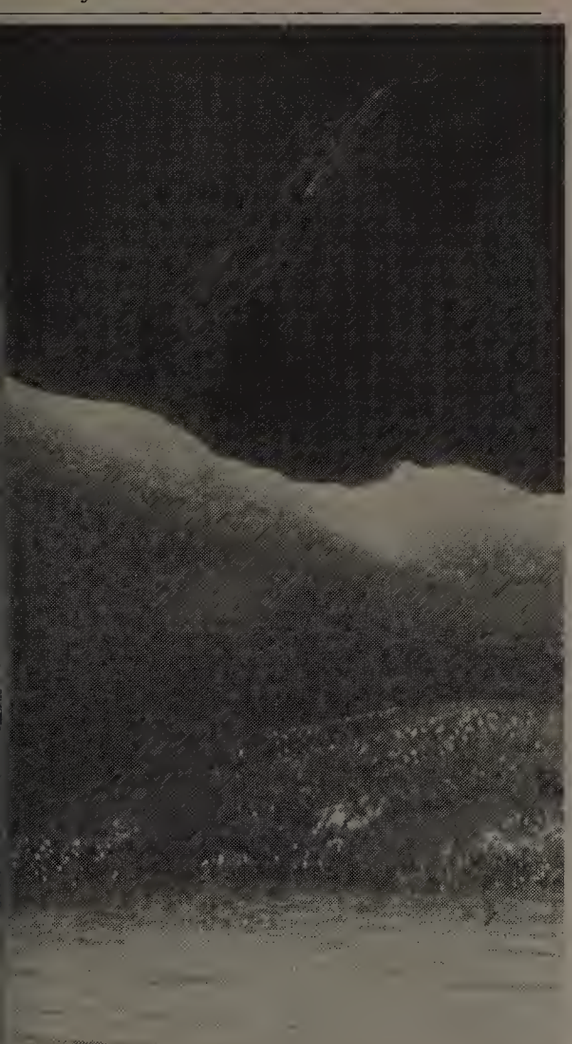
The next day, as we broke out of the confines of Dodd Narrows, I spotted the massive pulp mill at Nanaimo belching its exhausts into the quiet morning air. I pitied the residents of the posh summer homes that line the islands throughout this part of the Passage, as they are required to tolerate the stench whenever the northerly blows, which is often.

As we swept past Nanaimo on the flood, the wind started to pick up. Soon we had a stiff northerly on the nose coming off the Strait of Georgia. I raised the sails and we started beating up the Strait in 20 knots of wind and a rising chop.

The sailing was fast and furious, aided by the flood as we crossed over the 10 miles of open water to the mainland side and tacked at Thormanby Island. Halfway across we were treated to the lovely spectacle of a vintage schooner, perhaps 100 feet in length, crossing a short distance in front of us running dead down with the main and foresail wing and wing. After tacking back to the northwest, the wind died and we motored into Tribune Bay on the south side of Hornby Island at sunset, anchoring in flat calm over a sandy bottom with good holding.



Gary Lundgren and Elvis rowed the Inside Passage from Anacortes.



July 6-9 — Comox to Cape Caution

We harbor hopped the next couple of days from Comox to Campbell River and then through the sometimes treacherous Seymour Narrows into Johnstone Strait. Johnstone is notorious for strong northwesterlies that funnel down the narrow passage from Queen Charlotte Strait and the open ocean beyond. For northbound travelers, this contrary wind can make for a slow, wet passage.

I had planned to anchor at the southeast end of the Strait in Knox Bay and get an early morning start when winds were usually minimal. However, when we arrived at sunset, Knox Bay was occupied with a major 24-hour-a-day logging operation, with skiffs herding the masses of logs in the water and heavy equipment on shore stacking and rolling logs into the water. The anchorage was buried in log booms.

The thought of spending the night next to screeching heavy equipment was not appealing so we kept moving. After that disappointment, we were pleasantly surprised to find that Johnstone Strait was flat calm. We exploited this rare occurrence, and strong ebb, and motored most of the night until we reached the small fishing village of Alert Bay at 0300 the following morning.

From Alert Bay, we made the short jump to Hartley Bay where we prepared for the first open water segment of the Inside Passage, the rounding of Cape Caution. This cape, just north of the northern terminus of Vancouver Island, is exposed to the winds and swells of the Gulf of Alaska, and is made doubly challenging by the strong tidal currents emptying and filling Queen Charlotte Sound. The cape is notorious for producing steep, breaking waves during ebb flows over the shallow shelf extending westward from shore. The passage, therefore, must be carefully planned both in regard to weather and tides. We were fortunate to repeat our Johnstone Strait experience and rounded the Cape in glassy calm conditions with a barely perceptible ocean swell.

July 10-12 — Port Hardy to Bella Coola

After clearing the east shore of Vancouver Island and rounding Cape Caution, we decided to take our first excursion into one of the fiords that penetrates deeply into the British Columbia Coast Range. We turned northwest out of Fitz Hugh Sound through Burke Channel, running on a stiff following breeze up the North Bentinck Arm toward the town of Bella Coola.

We stopped for the night at tiny Cathedral Cove, 15 miles up the Burke Channel. This remarkable cove is carved into the solid granite cliffs. It is nearly circular in shape with a diameter of 300 yards. A mouth perhaps 50 yards wide allows entry from the channel. It was breezy but sheltered from the 3-foot chop that had arisen in the open channel just outside the entrance. I managed to catch a small halibut for dinner which made a nice departure from our usual onboard meals of canned stew and chili.

The next morning we made the final 15 miles to the history-rich town of Bella Coola. Alexander Mackenzie arrived in Bella Coola in 1793, distinguishing himself as the first European to cross the continent of North America and reach the waters of the Pacific. His experience was critical for both the motivation and planning of the Lewis and Clark Expedition, which followed eleven years later.

July 13-18, Bella Coola - Prince Rupert

Early the next day, we headed for Eucott Bay and the lovely hot springs along its shore. We arrived in the rain early in the afternoon, anchored in the placid waters and sat quietly for a while admiring the massive dark cliffs and 2,000-foot-high cascading waterfalls that

surrounded us. Then I inflated the kayak and paddled to the hot springs.

The natural flow had been dammed up by cementing boulders to form a 4-foot-deep hot tub. The water temperature was perfect for a good long soak, and the cold rain only added to the unmitigated pleasure of the experience. *Chubby* and I had the bay and hot springs to ourselves until later in the evening when two cruisers put in to share the delights of this magical spot.

Chubby and I pushed north over the next four days and, with a final day's run of 78 miles, arrived in Prince Rupert a day ahead of a promised gale. The final 10 miles of the approach to Prince Rupert was a maze of about 60 gillnetters, each with their net strung out 1,200 feet astern. The end of each net is marked with a red buoy, but with the tangle of boats and nets, it was difficult to tell which buoy belonged to which boat.

After weaving our way through for about an hour, I passed the last one as we entered the channel into Prince Rupert Harbor. But our troubles were not quite over. Just as the sun was setting, all the gillnetters closed up shop, retrieved their nets and headed back into the channel toward Prince Rupert, passing us along the way. So now we had 60 big sloppy intersecting wakes of the gillnetters to deal with for the next hour. Having lost my sealegs during the previous 18 days of flatwater sailing, I felt pretty queasy by the time I arrived at the Prince Rupert Rowing and Sailing Club dock.



Enjoying Mother Nature's spa — the hot springs at Eucott Bay.

The little storm front that was threatening on Friday finally arrived at 4:45 the next morning, just as my alarm went off. After 18 days of continuously moving north, we finally had to lay over for a day in Prince Rupert due to weather.

July 18-22 — Prince Rupert to Ketchikan

My exit strategy from Prince Rupert entailed transiting the Venn Passage, which leads directly westward out of Prince Rupert Harbor and into Chatham Sound. This shortcut eliminates the 15-mile detour following the main shipping channel to the south around Digby Island, but requires negotiating the narrow, winding, rocky, kelp-choked Venn Passage. The passage had to be entered just at the beginning of the ebb to ensure a quick passage with the deepest possible water.

After exiting Venn Passage, the ebb continued to carry us north through Chatham Sound toward the Alaskan border. We crossed over about midday and entered into the narrow Tongass Passage, where we found a beautiful little cove and anchored for the night. Though technically forbidden because I had not

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yet checked in with U.S. Customs, I could not resist inflating the kayak and going ashore to explore the tranquil beaches of Port Tongass. The beach contained massive outcrops of quartz veins, some up to 6 feet thick. There had been some placer gold discoveries nearby, and it was clear that these quartz veins could very well be auriferous — gold bearing. Unfortunately, I had left my gold pan on *Chubby* and was too lazy to paddle back out to get it.

After Tongass, we checked back into the U.S. via cellphone at Ketchikan, then kept on rolling up to Petersburg via Wrangell Narrows. Catching the tide just right made for a fast 20-mile run into Petersburg.

About an hour into the trip, I overtook a fellow rowing a wooden skiff. I had seen him the afternoon before, a couple of miles off, trying to beat into a moderate breeze. His name was Gary Lundgren and he had a beautiful white husky named Elvis with him. He had built the boat himself and was two months out of Anacortes on his own voyage. I was a bit envious of his liesurely pace but nonetheless offered to tow him to Petersburg. He declined, preferring the tranquility of the oars and occasional puff of southerly breeze. I understood completely, which brings up one of the few downsides to this trip: for everything seen and experienced along the way, there were a thousand beautiful coves and channels, whales and birds, towns and inlets, streams and waterfalls that had to be bypassed. Every evening is taken up with the agonizing process of choosing a single destination from the nearly infinite options available for the coming day.

If I ever wanted to get rid of my mother-in-law, sand fleas would be the way to do it.

The next morning in Petersburg, I met up with Gary and Elvis again. We had breakfast together and swapped sea tales. Petersburg was his turnaround point and he had a good passage back to Anacortes.

Back at the Harbormaster's office, where I had gone to pay my slip fee, I ran into three retired fishermen. After a brief exchange of pleasantries, they somehow got started on the subject of sand fleas. Turns out these voracious little crustaceans, which live on the sea bottom, will immediately swarm any fish that is hooked by the longliners. The fisherman concurred that if you didn't pull your longline within three hours of setting it, the 40-lb halibut that took the bait would be nothing but a skeleton in a bag of skin.

When dropped on deck, this yard-long bag of skin would burst open and thousands of squirming sand fleas would swarm across the deck. They assured me unanimously that if I ever wanted to get rid of my mother-in-law or wife, sand fleas would be a very efficient way to do it — "Although it might take a little longer than three hours if there's any size to her."

We pushed northward and made a side trip up the Tracy Arm to see the magnificent South Sawyer Glacier, the southernmost of the Alaskan tidewater glaciers. With weather delays, this so-

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NORTH TO ALASKA

journ took three days, but the narrow confines of the fiord, with its near vertical walls and 2,000-foot waterfalls, was spectacular to behold.

Another day of motoring brought us to Auke Bay, 12 miles north of Juneau. We spent five days there waiting on weather, enjoying the museums in the state capital and arranging for a cruising permit for Glacier Bay. Only 25 cruising boats per day are allowed in Glacier Bay, and entrance is by permit only. Normally, one would reserve a permit months in advance, but that assumes that one can stick to a schedule while cruising. With a boat like *Chubby* that cruises at 4.7 knots, that kind of planning is impossible.

Fortunately, since many issued permits are not utilized, it's no problem to acquire one of the cancelled time slots. After arranging the permit by phone and fax, we departed for Glacier Bay via Hoonah. The two-day run brought us to Bartlett Cove at the entrance to Glacier Bay, where we tied up at the Park Headquarters dock to check in.



With rivers and waterfalls everywhere, carrying enough fresh water is not a problem.

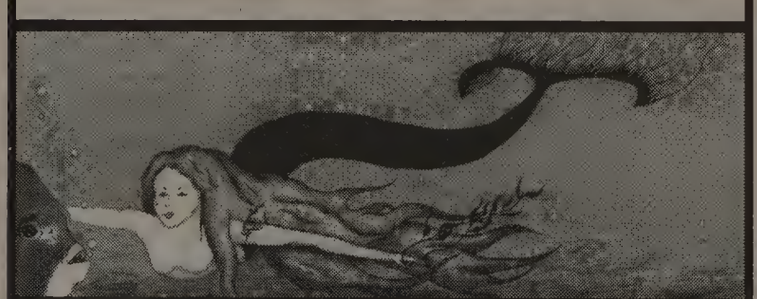
We were blessed with amazing good fortune to have four consecutive cloudless, bright sunny days to enjoy Glacier Bay. This kind of weather is very rare in southeast Alaska, and we enjoyed it to the max. We cruised the west side of the Bay, visiting various glaciers while maneuvering amongst numerous humpback and Minke whales. The massive ice fields draping the St. Elias Range to the west sparkled in the brilliant sunlight. The final night prior to our early morning checkout, which we spent anchored in Bartlett Cove, was adorned with a spectacular horizon-to-horizon display of the Aurora Borealis.

After 1,300 nautical miles of cruising the intricate passages and spectacular wonders of the Inside Passage, we had come to its end. It was time for us to head out to sea and turn southward toward home. We left Glacier Bay on the ebb and transited North Inian Pass to Cape Spencer and the Gulf of Alaska. By evening we had picked up a fresh northerly and were making 5 knots towards Sitka on our first homeward leg.

— bill teplow

Next month — Chubby's sail home.

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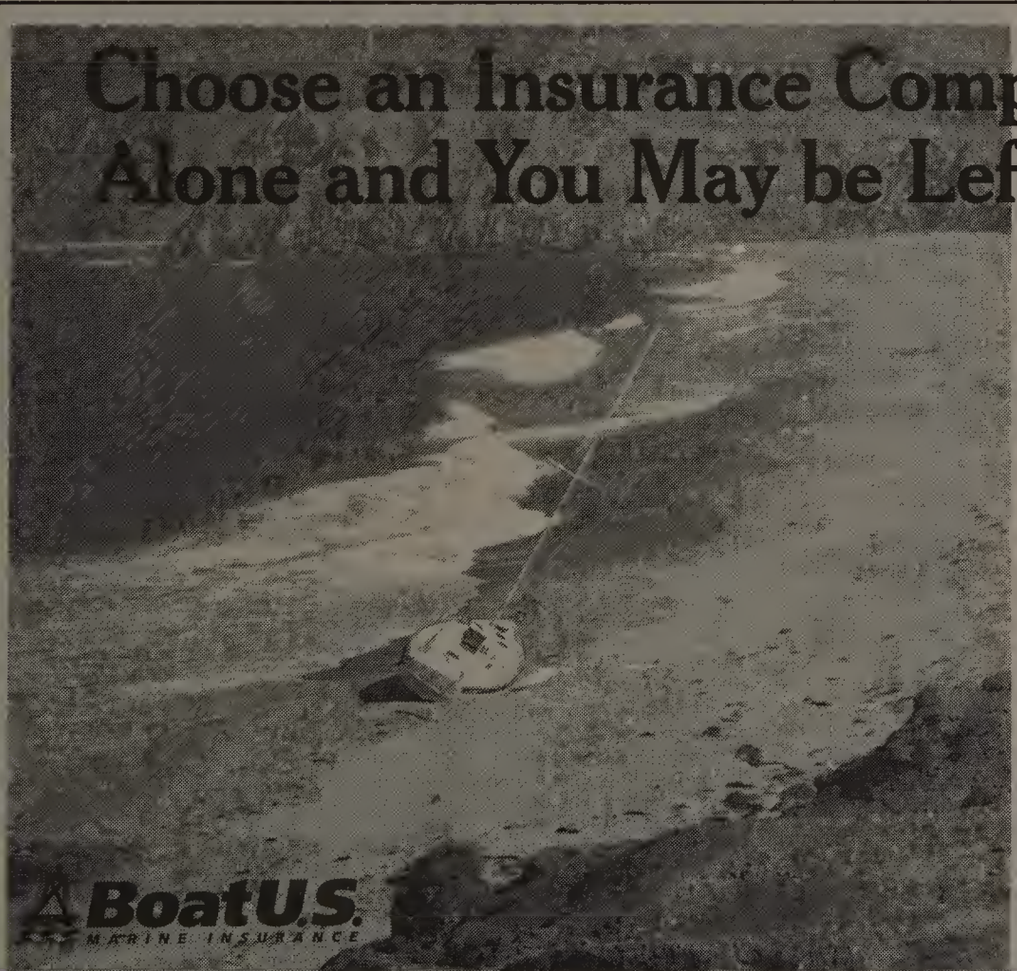
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25th ANNUAL J/FEST

The J/Boat faithful gathered on April 17-18 to celebrate the Silver Anniversary of their annual Sail California and Encinal YC-hosted J/Fest Regatta. Billed by the new owners of Sail California, Norman Davant and Pat Nolan, as "more than a race, more than a party — it's Norman and Pat's inaugural ball!," the always-fun event once again delivered the goods both on the water and ashore.

Fifty-three boats in four classes sailed three windy races on Saturday off Treasure Island, with the third race finishing up the Estuary in front of the EYC clubhouse. A fun evening of food, drink, and dancing ensued, complete with a fast-paced raffle and race videos courtesy of visiting J/Boat president Jeff Johnstone. The racing continued on Sunday with just one light, shifty race before race manager Matt Jones threw in the towel.

Steve Madeira's *Mr. Magoo* won the J/120 class despite inexplicably ripping their 3DL mainsail in half while jibing between races two and three on Saturday. They gamely sailed the third race without a main, blowing up a kite in the process, but taking a sixth as two 120s withdrew and one was DSQed. On Sunday, sailing with a loaner mainsail from Doyle Sails, *Mr. Magoo* took another bullet and was launched toward another one when the 120's fifth race was abandoned. *Magoo*'s 1,1,6,1 record held up by three points over *Chance* when the scores were added up. Crewing for Madeira were tactician Peter Cameron, David White, Paul Sidorenko, Tom Glockner, Greg Meagher, Mike Bacon, Jack Roosevelt, Campbell Rivers, and Lisa LeFaive.

The 27-boat J/105 class stole the show, as usual. Tim Russell and the *Aquavit* crew (Steve Fentress, Brent Draney, Bruce Ladd, Jason Pettite, and John Claud) opened with a bullet, and followed up with consistent scores of 4,2,4 to win by a comfortable 8 point margin. Three other 105s each won a race — *Windance, Nantucket Sleighride*, and *Orion*. Check out *www.sfj105.org* to see the overall standings early in that class's 33-race 2004 season.

Kiri skipper Bob George and his Richmond YC friends — Mike, Jim and Jeff Bilafer, Barry and Diane Dinelli, Candy Karlin, Ed McCarthy and Jeff Wrench —



JAY AILWORTH

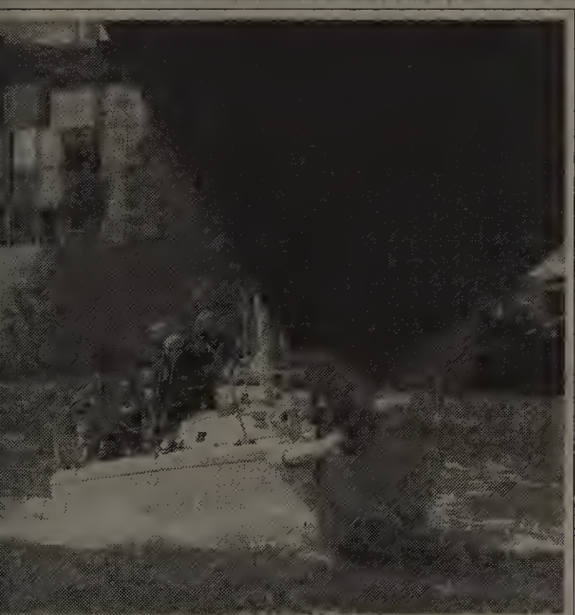




J/Fest memories, clockwise from above: A trio of J/Boats — 'Tiburon', 'Advantage 3' and 'Valkyrie' — fly in formation up the Estuary; J/Boat president Jeff Johnstone, one of the good guys in the sport; mixed mark roundings added to the excitement. All photos Latitude/rob except as noted.

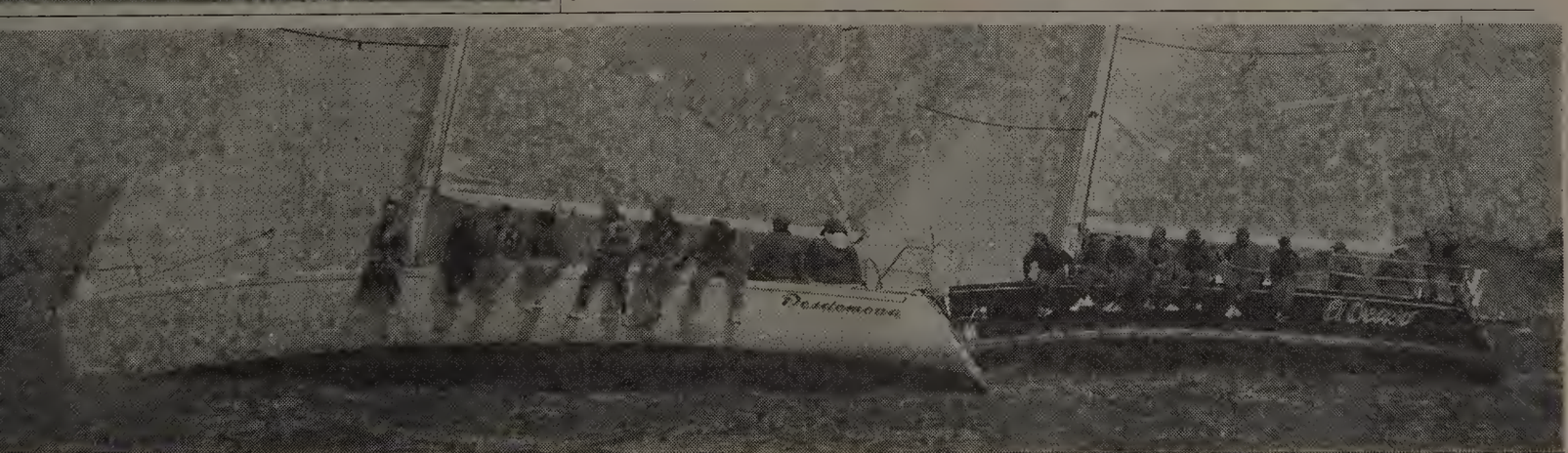








Clockwise from upper left — 'Arbitrage' augered into the side of the Estuary and had to be towed off; Ron Anderson 'streaked' down the ditch with a ripped kite (he nursed the situation to a third place finish!); the winning form of the J/35 'Kiri'; riding the J/120 rails; 'Desdemona' head-on.

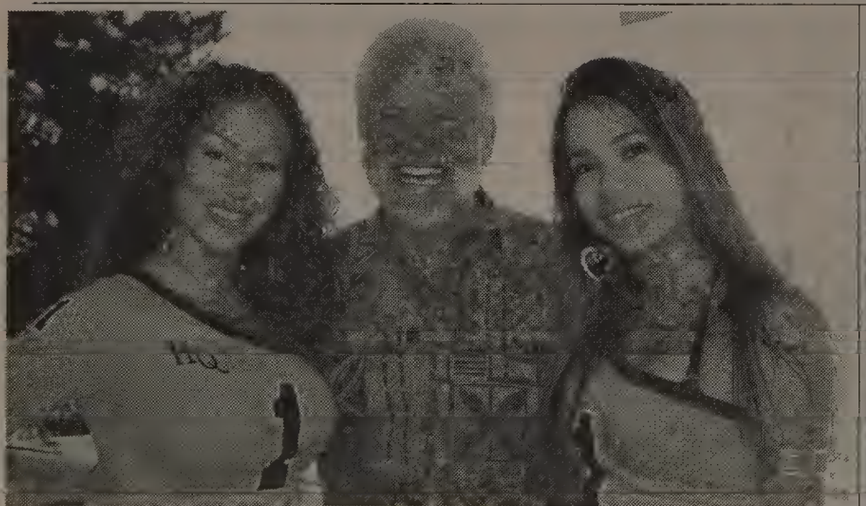


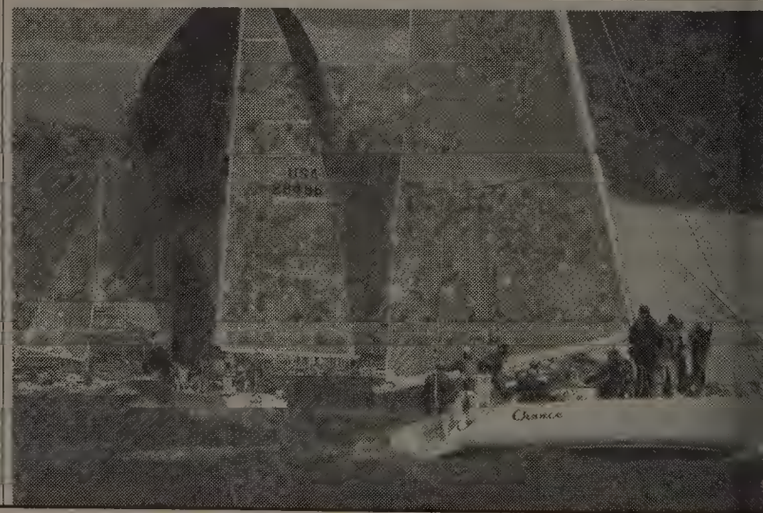




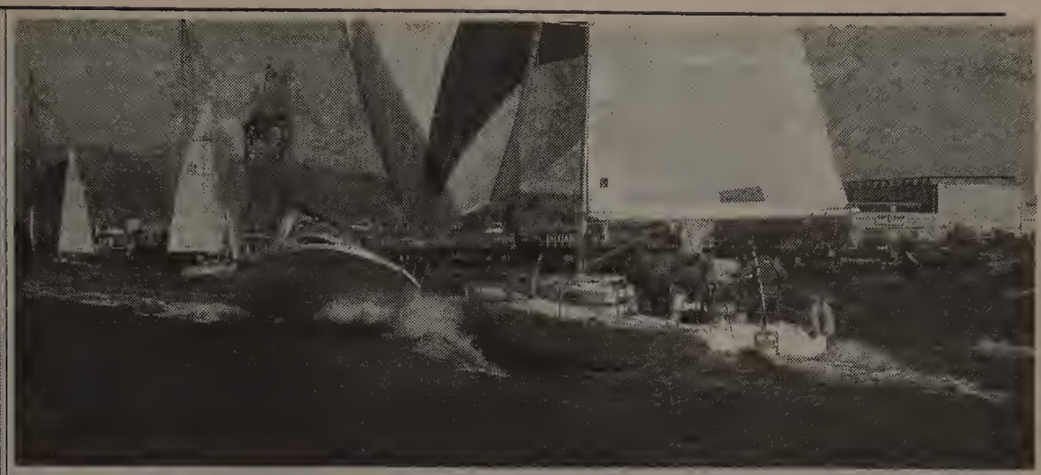


J/Festivities, clockwise from above — 'Aquavit' about to enter hyperspace; Jay Ailworth took this cool shot of the parade up the Estuary from the roof of an office building; the J/35 'Raptor' flies upwind; close quarters in the Estuary; Marina Village harbormaster Alan Weaver and his new best friends.







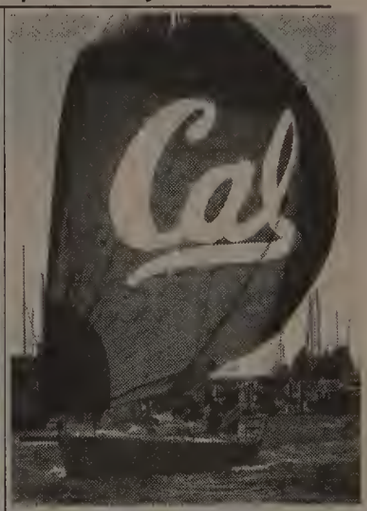




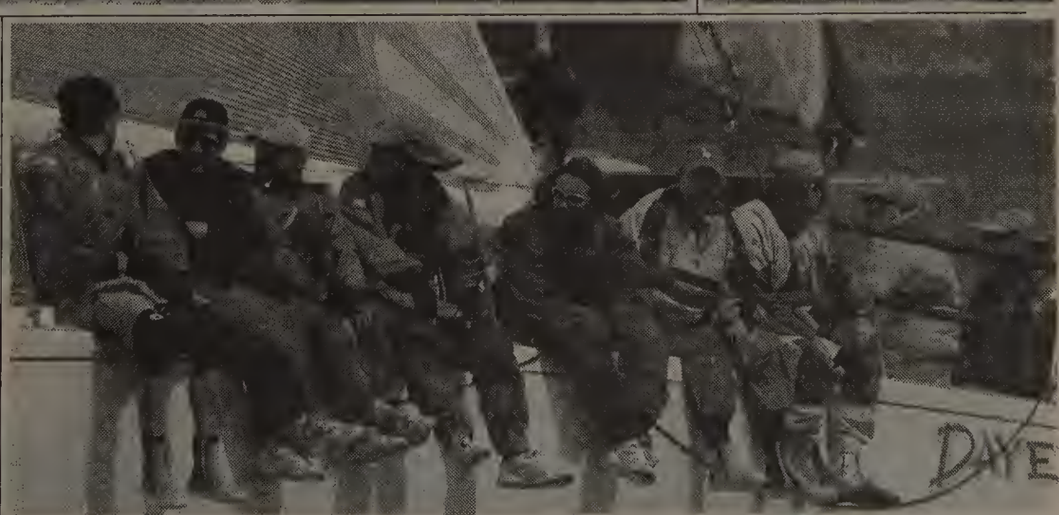
JOHN ARNDT

Clockwise from top — Too close for comfort: 'Jabberwocky' came within a nanosecond of getting mowed down by a powerboat; the happy new regime at Sail California: Teri Moore, Pat Nolan, Eugenie Russell, and Norman Davant; any guesses where the owner of 'Spartan' went to college?; the 'Dayenu' gang; J/24s off the breeze; 'Tiburon' charges up the Estuary.

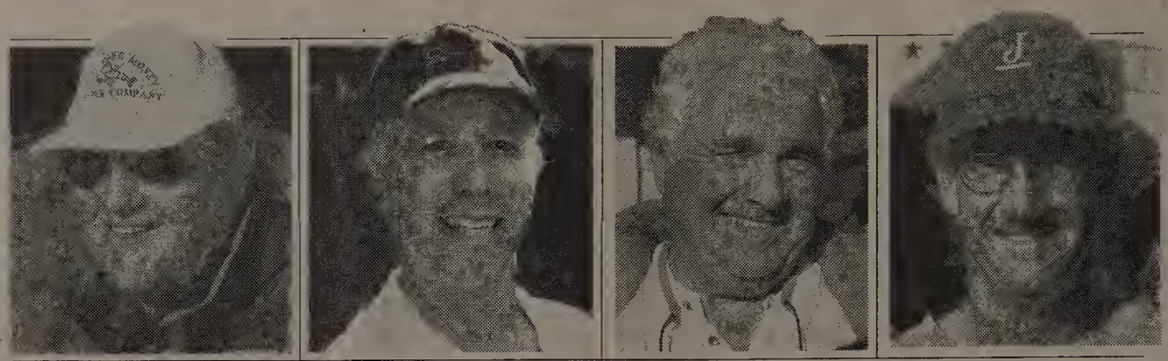








25th ANNUAL J/FEST



J/Fest winners — Steve Madeira ('Mr. Magoo'), Tim Russell ('Aquavit'), Bob George ('Kiri') and Deke Klatt ('Jaded').

dominated the four-boat J/35 class with a 1,1,1,2 record. This was a 'stand-alone' regatta for the 35s, as opposed to the other three classes, which used J/Fest as part of their championship seasons. There are several J/35s for sale now, and George, who has owned *Kiri* since 1989, hopes the class will make yet another comeback. "It's a tremendous boat for the price," he claimed.

Ventura sailmaker Deke Klatt won the abbreviated J/24 series with a 1,2,3 record. The 24s were sent in after two races on Saturday, and then only got in one more race on Sunday. Klatt sailed his rehabbed 1980 classic *Jaded* with David Paudler, Bruce Labins, Avery Stewart, and Lane Desborough. "It was a challenging weekend," noted Klatt. "Hard physically on Saturday, then hard mentally on Sunday." This was the first of four races of the J/24's North/South Series, which also includes Cinco de Mayo (Santa Barbara), the Long Beach J/Fest, and the StFYC Labor Day Regatta (ex-NOOD). "Our immediate goal is to do well at the NA's in Vancouver in June," claimed Klatt.

Sponsors of the fun weekend included J/Boats, J Vineyards & Winery, Sunsail, B&G, and North Sails. See *www.encinal.org* and/or *www.jfest.org* for full results.

— **latitude**/*rkm*

J/120 — 1) **Mr. Magoo**, Steve Madeira, 9 points; 2) **Chance**, Barry Lewis, 12; 3) **Jolly Mon**, Mark Bowman/Chris Chambers, 16; 4) **Dayenu**, Dennis Jermaine/Don Payan, 18; 5) **Valkyrie**, Mark Varnes, 19. (9 boats)

J/105 — 1) **Aquavit**, Tim Russell, 11 points; 2) **Walloping Swede**, Tom Kassberg, 19; 3) **Nantucket Sleighride**, Peter Wagner, 21; 4) **Windance**, Jeff Littfin, 27; 5) **Tiburon**, Steve Stroub, 29; 6) **Good Timin'**, Perkins/Wilson, 31; 7) **Streaker**, Ron Anderson, 32; 8) **Orion**, Gary Kneeland, 41; 9) **Whisper**, Eden Kim, 43; 10) **Alchemy**, Sanford/Struttmann, 48; 11) **Arbitrage**, Bruce Stone, 50; 12) **Wonder**, Kennelly/Dines, 50; 13) **August West**, Jamey Sachoy, 52. (27 boats)

J/35 — 1) **Kiri**, Bob George, 5 points; 2) **Raptor**, Jim Hoey, 9. (4 boats)

J/24 — 1) **Jaded**, Deke Klatt, 6 points; 2) **Casual Contact**, Edward Walker, 10; 3) **TMC Racing**, Michael Whitfield, 10; 4) **Blue J**, Brian Mullen, 11; 5) **Snow Job**, Brian Goepfrich, 12; 6) **Raging Debate**, Press/Yares, 15. (13 boats)

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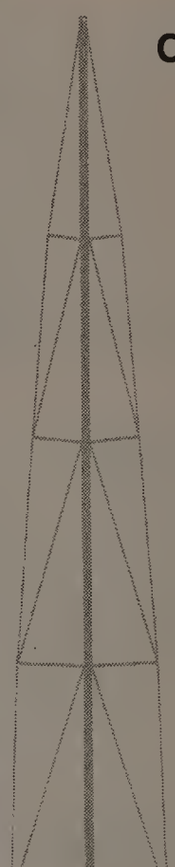
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PACIFIC PUDDLE JUMP, PT II

As you read these words, most of the folks who are profiled on these pages are in mid-ocean, riding the trade winds westward on the 2,800-mile passage from Mexico to the Marquesas. After months of preparation and years of dreaming, they have finally embarked on what will certainly be one of the greatest adventures of their lives.

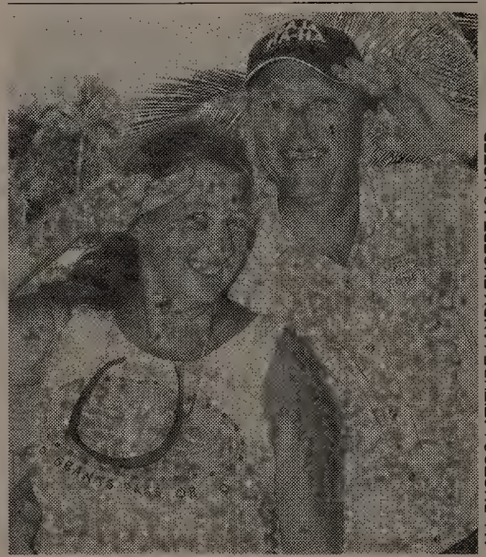
Not only does this route take them across the largest patch of open water that they are ever likely to face as they voyage around the planet, but completing this passage will give them entrée into a very special fraternity of sailors. By 'jumping the puddle,' as we like to call it, they are following in the wake of generations of bold adventurers who have used this springtime weather window to enter the vast reaches of the South Pacific, while freeing themselves from the mind-numbing constraints of mainstream society.

As we mentioned last month in our first installment of Puddle Jumper profiles, we met most of these folks at Puerto Vallarta in late February, during a party held in their honor which was cosponsored by Marina Paradise Village, the Vallarta Yacht Club and *Latitude 38*. Meanwhile, others — who are also profiled here — were staging for departure at Zihuatanejo and elsewhere. We got to know them through the magic of email.

So here they are, the Pacific Puddle Jump Class of 2004. We wish them all smooth sailing and adventures that far exceed their expectations.

***Whisper* — Hallberg-Rassy 42**
Robin & Duncan Owen
San Francisco, CA

Robin and Duncan, who bailed out of the high tech rat race in the spring of '02, have particularly enjoyed inland touring during their stay in Mexico. Having explored Copper Canyon and a number of colonial cities inland, they say, "We're learning that cruising is more than just potlucks and dingy raft-ups." Perhaps because they were too nice to say "No!!!" this couple was shanghaied into being the 2004 fleet's head honchos.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

Mary Lynn and Mark of 'Vinden' caught the sailing bug less than a decade ago.

Duncan claims he first started dreaming about exploring the world under sail while poking around Lake Michigan as a kid on his Sunfish. Many years later, he had little trouble enlisting Robin into his fantasies. Their game plan is to island-hop to New Zealand by November of this year. Eventually they'll have to get back to work, but they probably won't try to replicate their former workaday lifestyles. "The most liberating thing was selling all the stuff and realizing we really didn't need most of it," says Robin. "That opened up the possibility for earning less money and needing less."

Robin and Duncan of 'Whisper' found that shedding all their possessions was liberating.



***Vinden* — Storebro 33**
Mark & Mary Lynn Vore
Sequim, WA

Mark and Mary Lynn's introduction to the sailing life is unusual, but we've heard similar tales before. During a land-based vacation nine years ago, they were sitting on a beach in Belize when they watched with wonder as several cruising yachts sailed in. They thought, "Hmmm, if we took the money we would normally spend on a couple of these exotic vacations, we could have a cruising boat of our own."

Shortly after returning home, they took sailing lessons on an Idaho lake and bought a 21-footer. Then, after opting for early retirement in 2002, they set sail from Washington on this open-ended cruise. Sometimes they have to pinch themselves to make sure their new lifestyle is real. Having worked as a firefighter in northern Idaho, Mark says, "Years ago, we never would have imagined we'd be living this lifestyle in the tropics."

Their cruising plans are flexible, but they definitely hope to make landfall in the Cook Islands, as they spent their honeymoon there back when they were lubbers.

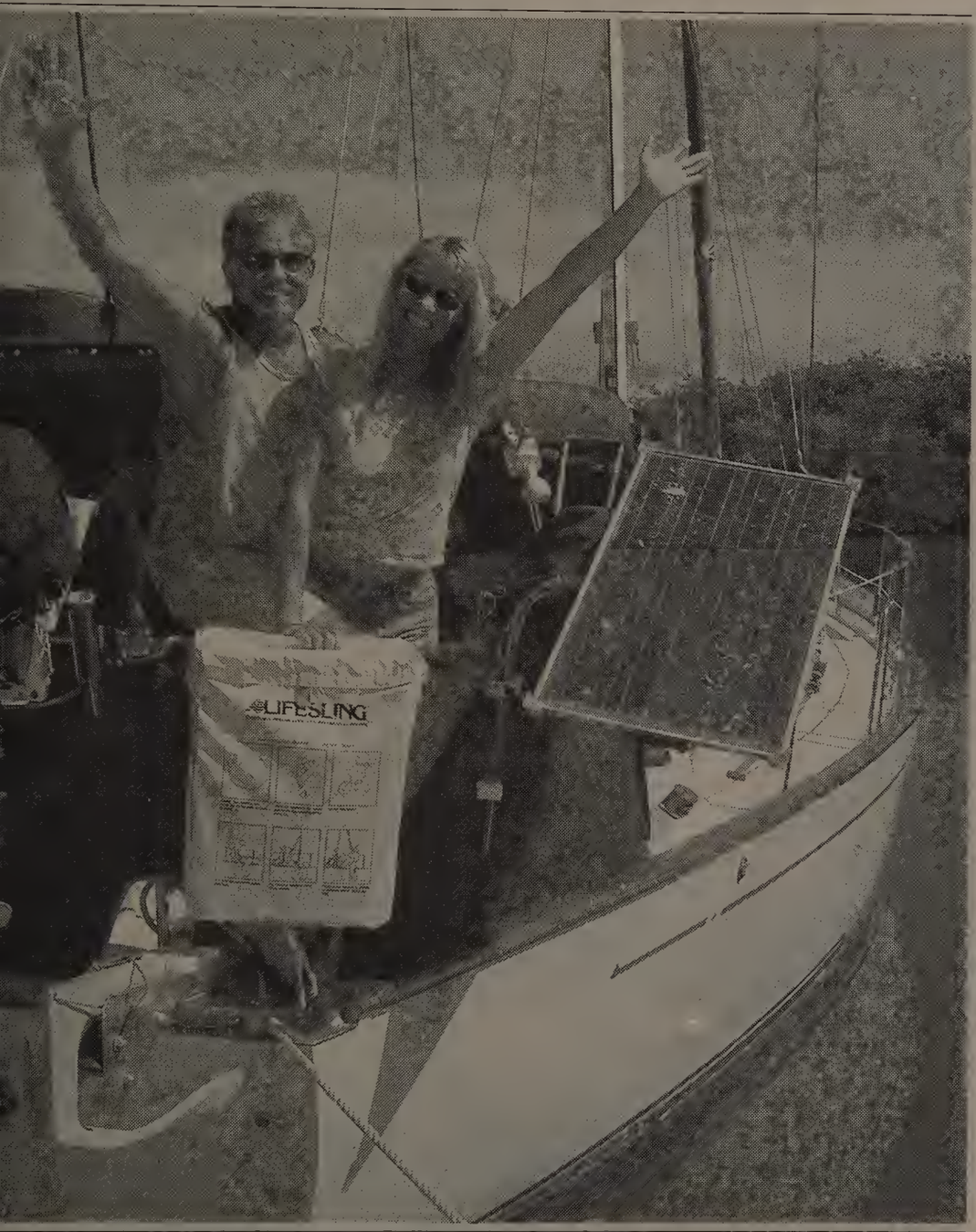
***Emerald* — Royal Passport 47**
Rick & Corbie Von Stein,
Morro Bay, CA

Among cruisers, Rick has a reputation for being a bit of a joker. When we asked him what had inspired him to make this voyage he grinned and said, "I'd like to model my trip after *The Strange Last Voyage of Donald Crowhurst!*" (If you've read it you'll know why that inspired Corbie to elbow him in the ribs.)

Having worked as a firefighter in northern Idaho, Mark says, "Years ago, we never would have imagined we'd be living this lifestyle in the tropics."

Although Rick has made several crossings to Hawaii, Corbie always had to stay home with the kids. And, although she would fly in afterwards to enjoy the islands, she says, "I never felt like I'd *earned* the trip. But this time I will have earned the reward."





As they island-hop across the South Pacific, Rick and Corbie of 'Emerald' will be seeking out prime dive spots.

Emerald is fully outfitted for scuba diving, and this couple intends to make good use of their gear, first in the Marquesas and Tuamotus. In the past they've flown out to do short liveaboard dive trips, but this time they'll be on their own timetable. This season they intend to reach Fiji and spend a full year there — again, with *mucho* diving in mind.

To future cruisers back home, they offer this thought: "Your shore ego will unavoidably dissolve into an amorphous cloud of unknowing and, for a time, you will no longer know yourself as you did. That's a good thing, for you will be reborn to the sea."

***Tackless II* — CSY 44**
Gwen Hamlin & Don Wilson
St. Thomas, USVI

"We're a bit different," says Gwen. "We came to Mexico from the Caribbean — on our way to the South Pacific." That's a substantial diversion, especially the way this pair did it. Influenced by cruisers they met along the way, they sailed south to Ecuador after transiting the Canal, then out to the Galapagos, up to Cocos Island (off Costa Rica), back to Panama again and finally up to the Sea of Cortez. "It seemed like every time we'd meet some new cruisers it would set us back another year," laughs Don. But Gwen counters, "The diversions we've taken from our original plan have been the best parts of our trip."

They have loved their time in Mexico, "particularly the two summers in the Sea of Cortez." But now they're anxious to move on to new landfalls — especially those renowned for excellent diving. Gwen, a dive instructor by trade, and Don both love the undersea world, and their boat is appropriately equipped with a compressor and all the requisite paraphernalia.

Their advice, after five years of cruising? Don: "Once you decide you're gonna go, everything else usually works out." Gwen: "Going light is okay, but if you want to make cruising a lifestyle, then make your boat comfortable. You're likely to stay out longer."

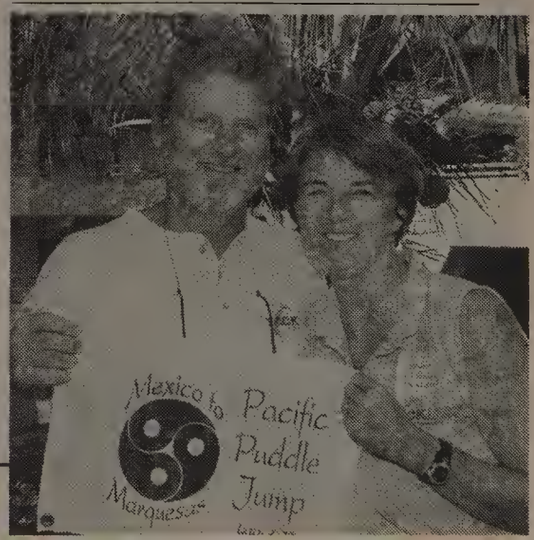
"Once you decide you're gonna go, everything else usually works out."

***Spiritus Invictus* — Westsail 32**
Sven Sampson, San Francisco, CA

For the past six months Sven has been singlehanding his bulletproof 32-footer. And so far he loves it. What has he done to prepare for the solo run across the Pacific? "Basically, you've got to be really paranoid. I think I've got doubles and triples for every single system on the boat — backups for backups of everything."

A jovial guy who seems to enjoy meeting new people, Sven says, "I'm not opposed to taking crew; with the right person it would be fun. But it's rare that you find people who you want to spend that much time with in close proximity. When you're on a boat you either develop a very tight bond very quickly or, if you

Don and Gwen of 'Tackless II' have already taken several detours off their intended track.



PACIFIC PUDDLE JUMP, PT II



Sven is sailing solo aboard 'Spiritus Invictus' with his sights set on New Zealand.

don't, it's gonna be hell."

His major motivation for heading west is that he's had a longtime desire to see New Zealand, and this way he gets to take his 'house' with him. Sven has a unique entrepreneurial fantasy: "I've thought seriously about opening a vineyard there and making champagne." Apparently an optimist, it's no wonder he offers this thought to the wannabes back home: "Nike got it right, 'Just do it!' You'll thank yourself until the day you die."

***Dreamcatcher* — Cal 46**
Henry Mellegers & Glenys Taylor
San Francisco, CA

Although Glenys' sailing experience has been mostly in Asian waters and Henry's has been mostly in the Bay Area, when they got together three years ago they found that they both had similar, long-held cruising dreams.



Glenys and Henry of 'Dreamcatcher' say that cruising has changed their whole attitude.

"Cruising is a whole change of attitude," says Henry. "I'm finally learning how to relax, slow down and not try to do ten things at once. It's a wonderful feeling you get being on the water, around boats and trying to fulfill your dreams."

Glenys, who originally hails from Australia, looks forward to rediscovering her homeland's magic while showing Henry the sights. But first, they intend to spend a good while enjoying the Marquesas and the Tuamotus. "We had to jump through incredible hoops to secure a year visa," explains Henry. Most cruisers are limited to three months which, they say, is not nearly enough. Since both Glenys and Henry had long careers as "technology brats," dozens of friends at Hewlett-Packard, Agilent and Oracle are living vicariously through frequent postings on the couple's website.

***Island Sonata* — Lagoon 38**
MJ & John Shetron, The Grenadines

"Even though I grew up in Kansas, I've always loved the ocean," says John. "Me too," adds MJ, who grew up in South Carolina. "I also love not working," she says with a laugh. "In fact, I don't ever want to go back to work — not ever!"

While they're avoiding that 'four letter word' they certainly have a nice floating home to play in — their 38-ft cat was launched in 2001 with all the bells and whistles.

By all accounts this pair has had a ball cruising Mexico, especially since MJ is an accomplished musician who loves to jam and mingle with like-minded creative-types. And their spacious cat makes a perfect party platform for jam sessions.

"In fact, I don't ever want to go back to work — not ever!"

Their advice: "Stop reading about it and just go cruising."

***Flocerfida* — Columbia 34**
Flo & Jasper Benincasa, Las Vegas, NV

"Dreams are for dreamers; goals are for doers," says Flo. Those are words to



John and MJ's late-model floating home is often party central for cruising musicians.



Flo and Jasper of 'Flocerfida' plan to island-hop all the way to the Philippines.

live by for these fun-loving escapees from Las Vegas. Although they are decades younger than many cruisers, they cut the docklines last fall and joined the Baja Ha-Ha fleet. While Jasper is a bit more reserved, Flo will long be remembered as one of the sexiest dancers ever to dig her toes into the sands of Bahia Santa Maria.

"I figure, do it now, and whatever happens later, happens," says Jasper. He explains that seeing friends become ill and old before their time was part of his motivation for getting 'out there' now. Although their boat is a modest early-'70s sloop, their cruising plans are more ambitious than most. With any luck, they expect to reach the Philippines within a year to visit Flo's family. "Maybe we'll even start a business there," says Jasper, "then buy a bigger boat. Opening a hooka lounge might be a fun idea!"

Although their sailing adventures are just beginning, they are loving it, despite blowing their ancient Palmer engine during the Ha-Ha. (While they were seated in a Cabo restaurant discussing their engine woes, a guy at the next table leaned over and offered them a similar Palmer for free — it was taking up space in his garage!) "For me," says Flo, "the most fun so far is spending time with Jasper 24/7."

Ed. note — Since we were unable to meet personally with the Puddle Jumpers departing from Zihuatanejo and elsewhere in Mexico, our info on the following crews is, naturally, less extensive.

(Unfortunately most of the photos emailed up from Z-town were too low resolution to use.)



The Zihuatanejo Jumpers strike a pose at a farewell party hosted by Rick's Bar — Z-town's favorite cruiser haunt. (No, the cameraman wasn't drunk, it's just a low res image.)

Gumbo Ya-Ya — Tayana 37
Kurt & Nancy Bischoff, Seattle, WA

"We operate on the theory that you only go around once, so we should see and experience as much as we can. And what better way to do it than on a sailboat?"

They bought *Gumbo* way back in '85 and did a previous two-year cruise with their two boys which took them through Mexico, Central American and east into the Caribbean, ending at New Orleans. This time the game plan is to island-hop as far as Australia, then reassess.

Although they're seeking new adventures, it sounds as if they could stay in Mexico forever: "We *love* Mexico! Great people, great food, great music, great country!"

Splashes — 38-ft sloop
John & Janice Tannehill
San Francisco

Before heading to Mexico in 2001, John and Janice spent 15 years sailing the California coast, with extensive trips to the Channel Islands. Unlike many Puddle Jumpers they have crossed an ocean before — or at least a big chunk of one. They helped Don Margraf bring his Freedom 36 *Praise* back from Hawaii after the '92 Pacific Cup.

Since arriving in Mexico, they've made La Paz their base, and while there *Splashes* weathered three hurricanes at Marina Palmira — *Juliette, Ignacio* and *Marty*.

With an open-ended timetable, the couple says New Zealand is their long-term destination. "Time will tell after that."

Neptune — Custom 50-ft motorsailer
Larry & Bonnie Bell
San Francisco, CA

"We have enjoyed our time in Mexico," says Larry, "but we're anxious to get to the South Pacific." They threw off the docklines in San Francisco just last fall. Heading west, they hope to reach Australia by next October. If they keep to that schedule, they will have covered a remarkable stretch of ocean in a single year.

Joining Larry and Bonnie on the trip to Oz is a highly-experienced German sailor named Reiner whom they recruited through an East Coast crewing agency. These days it's remarkable how many couples choose to doublehand the Puddle Jump. But we're told that after

PACIFIC PUDDLE JUMP, PT II

doing '3 on and 3 off' for 20 days or more, many of them are eager to recruit additional crew in the islands. We'd bet that Larry, Bonnie and Reiner will be a lot better rested than most when they make landfall at the Marquesas.

***Interlude* — Cheoy Lee 32**
Frank & Linda Szerdahelyi
San Francisco, CA

"We plan to sail through the South Pacific for a couple of years to New Zealand or Australia," say Linda and Frank, "then seek out areas where the American flag is not being shot at!" They look forward to many SoPac landfalls, and eventually hope to also cruise the Med.

"I guess you could say I have been planning, or at least dreaming, about this all of my life."

Talk about a guy who loves his boat, back in 1978 Frank had *Interlude* built in Hong Kong and shipped to England.



Frank and Linda of 'Interlude' have had a hard time cutting their ties from Mexico.

He then cruised her for six years with his former wife and kids. Today, he and Linda are in their third year of cruising the same boat — and are loving it. They say they've only covered 1,500 miles in that time because, "There are too many fun things to do, good food to eat and wonderful people to meet in Mexico."

***Freewind* — Sailmaster 50**
Frank & Janice Balmer, Tacoma, WA

"As a kid growing up in the '50s I was originally inspired by Gardner McCay's *Adventures in Paradise*," says Frank. "So I guess you could say I have been planning, or at least dreaming, about this all of my life." We hope he and Janice are able to retrace some of McCay's voyages as they work their way across the Pacific and later, on around the world. 'Plan A' would have them arrive in New Zealand next fall, where they'll stay for the winter. Then they'll head up to Fiji and Vanuatu before skirting the Great Barrier Reef en route to Sydney.

Eventually they hope to push on to India, the Red Sea, the Med and across the Atlantic. So many options, so few constraints! "We are not on any kind of schedule, but we feel the trip will take five to seven years."

***Resolute* — Cascade 36**
Jack & Daphne Garrett, Clovis, CA

Jack and Daphne both retired last spring from long careers in teaching. Having paid their dues, they sailed south with the 2003 Ha-Ha fleet and have greatly enjoyed their six months in mañanaland. "We've been impressed

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with Mexico — especially the people. They have been warm, friendly and helpful."

Now it's on to bigger adventures, though. They plan to stay out for about six years, or "as long as it's fun." Neither of the Garretts have crossed an ocean before, but they figure they'll probably do a complete circumnavigation if things go well. "We have one piece of advice for those thinking about going cruising: Remember, having fun is hard work."

***Danseuse de la Mer* — Ericson 38**
Michael & Mary Brooks
Channel Is., CA

Mary tells us that she and Michael were 'supposed' to go west last year, but got hung up in the Sea of Cortez instead. No wonder. The Sea is a fascinating playground which no cruiser should miss.

"Now, however, we're very excited to be heading out in the company of good friends."

We don't know much else about this pair, except that they headed south from



Jack and Daphne of 'Resolute' have paid their dues and are ready for adventure.

Ventura early last winter. Hopefully, they'll write in to *Changes in Latitudes* and share their adventures. Their unique boat name translates as 'Dancer of the Sea'.

***Outer Limits* — Ron Given 45 cat**
Bill & Dominique Moseley
Salt Spring Island, BC

We're sorry we didn't have a chance to meet Bill and Dominique in person, as they sound like quite an interesting duo.

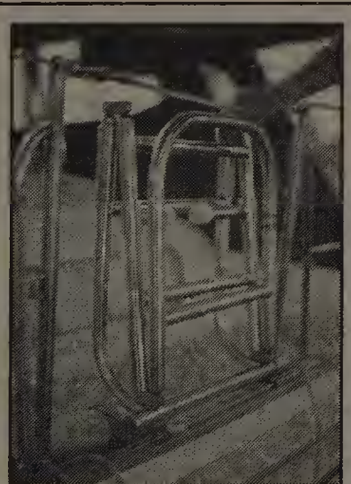
Having built many boats professionally in the past, Bill took on the challenge of building *Outer Limits* on Salt Spring Island with the intention of taking her on a long-distance cruise. Bill also appears to be one of the most experienced bluewater sailors in the fleet, having cruised previously in Mexico and the South Pacific as far as New Zealand on a trimaran. Dominique also has a lot of sea miles under her belt. And we can safely say she's the only lady in this year's fleet who's sailed a 29-ft junk from Canada to Costa Rica!

"We have one piece of advice . . . Remember, having fun is hard work."

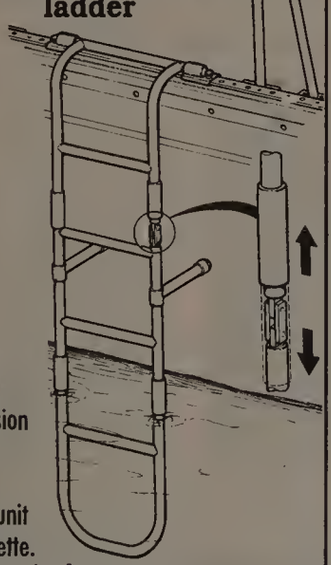
Unfortunately, we have no info on their intended itinerary.

***Billabong* — Gibson 43**
Chris Myles & KT Roddick
Ventura, CA

Although Chris and KT left from



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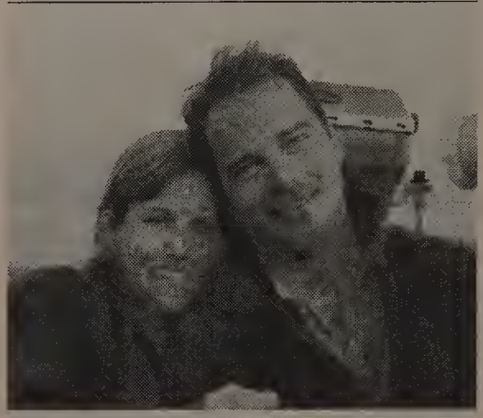
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Puerto Vallarta, they were unable to attend our little send-off shindig, but we have been able to glean a bit of info about them.

Having sailed to Mexico from Southern California last fall, they now intend to island-hop across the South Pacific this season, then "hide out" in New Zealand during hurricane season. "As is typical in the cruising life, we don't have a completely solid plan. But, that's what the boating life is all about: ditching schedules and clocks, and just doing what you please, when you please — pending weather, of course!" They say they eventually hope to reach the Med. "We're just not sure when or how. In total, we would like to be cruising for about five years, ending our voyage near Massachusetts.

After sailing for only one year, they took off cruising.



Chris Myles and KT Roddick of 'Billabong' are happy to be free of clocks and schedules.

***Waking Dream* — Cooper 41**
Ben & Lisa Newton, Berkeley, CA

At 34 and 28 respectively, Ben and Lisa are among the youngest adventurers in this year's fleet. And appropriately, they seem to best exhibit that youthful 'go for it' spirit. We say that because after sailing for only one year, they took off cruising. During the past two years while exploring Mexican waters, they apparently honed their skills sufficiently to brave the vast Pacific. We admire their spunk and wish them all the best.

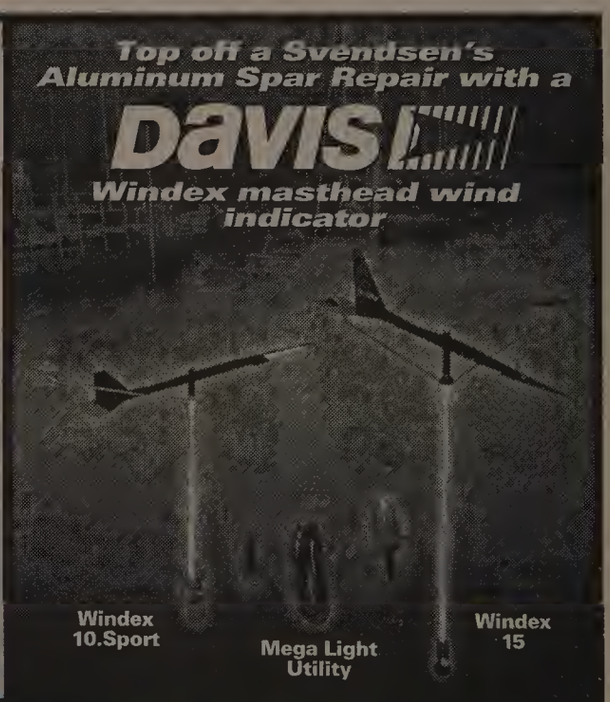
So far, they say, one of the highlights has been four months of inland travel in Mexico and Central America. They offer this advice to future cruisers: "There are a ton of brains out here with advice — all with good intentions, but not all with the correct solution. Make your own decisions! Of course, this is just my advice. . . and I could be wrong too!"

With those sage words we'll leave you to dream about making your own Pacific crossing someday. After all, if Frank on *Freewind* is to be believed, "This is a trip that anyone with the dream, the imagination and a well-found boat can do."

With any luck we'll be able to bring you a complete post-crossing roundup in the coming months. Until then, keep a good thought for all these good folks as they wend their way across the lonely miles of the blue Pacific.

— latitude/*aet*

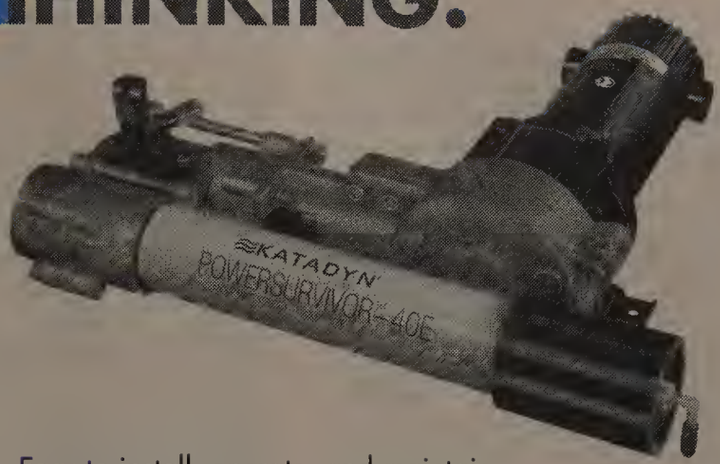




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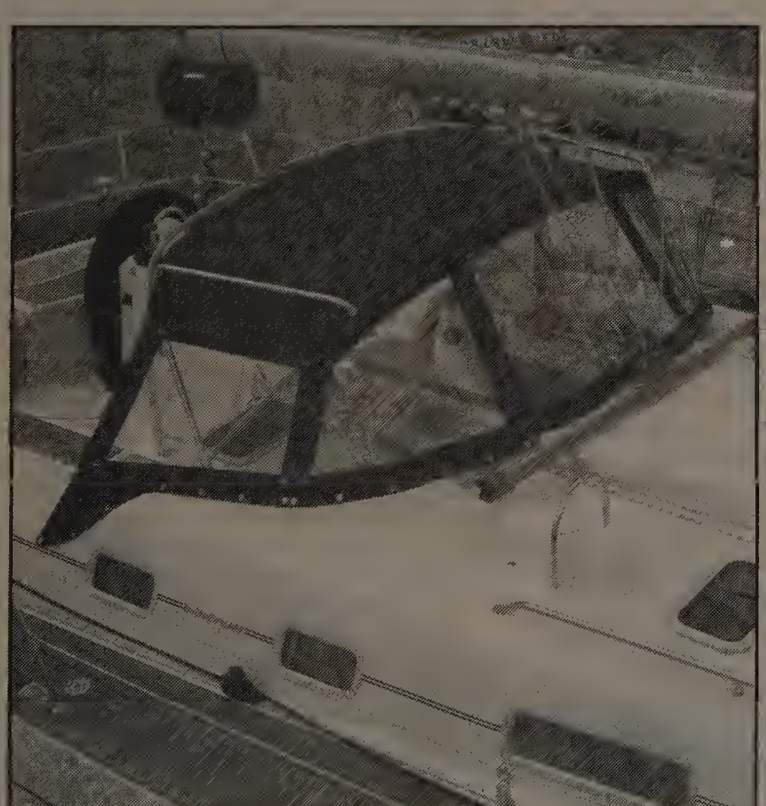
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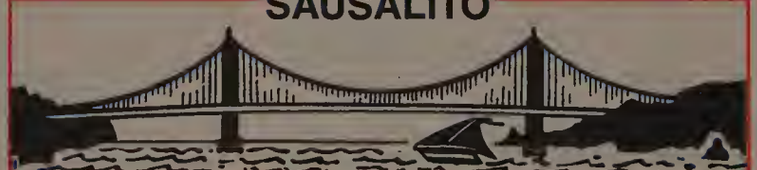
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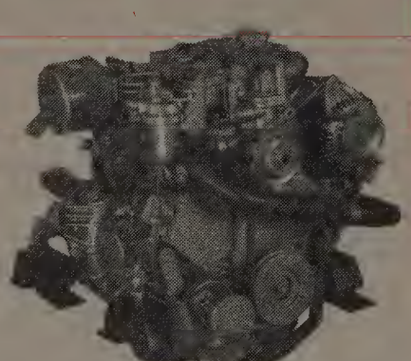
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It started out like any other day at work. But when the boss came around with a stack of brochures for large sailboats I knew there was going to be trouble.

"What are you doing for lunch?" he asked as he put one of the glossy folders down on my desk, without waiting for an answer. "You know something about boats, right? Let's spend an hour going over some of these specifications."

"Sure, okay," I said as I glanced uncomfortably at my watch. I had been planning to finish the day's project early and skip out in time for the evening beer can race.

The boss read my body language, and volunteered a cafeteria in the office building across the street from our office. "This place is very quick," he assured me, "and the food's pretty good. No waiting. We can get right to business."

"Business," it turned out, was grilling me about the relative merits of widely divergent boat types and accessory systems. "What do you think of aft cabins? Ketch rigs? Watermakers? Self-stowing mainsails?"

At least he was right about the restaurant. It was a private corporate lunchroom for employees of the bank in which it was located. The cashier asked for our employee numbers, but my boss, being a member of the bank's Board of Directors, had the secret code. The food and service were so good, and the prices so low, that the place had to be operating with a heavy subsidy. He selected a poached salmon dish, I chose the Swedish meatballs.

We found an empty table and put our trays down. But while I was perfectly content to eat from the plate on my tray, the boss preferred to move everything onto the table and put the tray aside. I took the cue and did the same.

"You must have gone to a public high school," he said. "It's a dead giveaway."

After a few bites of lunch, the brochures started to come out. He had been to the boat show, and apparently had been impressed with just about everything over 40 feet. Racers, ultralights, heavy cruisers, even multihulls were represented.

"Well, the first thing you have to do is figure out what you're going to use this boat for," I tried to explain. "You know, the best boat for offshore voyaging is going to be very different from the best boat for weekend daysailing or racing."

He answered with one of his well-known "This is why I'm the boss" looks. "Sometimes the product drives the market," he added. "Think non-linear. We don't know the true dimensions of the application until we understand the capabilities. I don't want to rule out long-distance cruising, but initially I'll be sailing the Bay, then offshore, then possibly going long distance."

"He's right, Max. I mean, like, think outside the box!"

It was Lee Helm coming up from astern. She was with another woman, and they were both holding lunch trays.

I introduced Lee as a grad student in naval architecture, and this earned her and her companion an instant invitation to join us for lunch.

"But how did you ever get into this place?" I asked as they seated themselves at our table. "They seem pretty strict about serving bank employees only."

"Oh, just about anyone can sneak in here," she said casually. "And like, an ID badge from one company looks an awful lot like an ID badge from any other company. . . ."

Lee's friend turned out to be a project manager from the design firm where she works part-time, and I noted that neither one of them felt it necessary to remove their plates from their trays before starting in on their lunches.

"But it is true," said Lee through a mouthful of mahi-mahi burger, "that most people end up using their boats in very different ways than they first thought they would. Look at all the people in your club with boats designed for cruising who end up using them mainly for club racing."

"Most people end up using their boats in very different ways than they thought they would."

I thought of how I used my own boat, and had to admit she had a point.

"If they had known that their cruising boat would be going racing three out of four times it left the dock, they might have gotten something a little faster, lighter, more fun to race, and with a proven ability to sail to its rating."



"So you see," I said to my boss, "the use really does define the best boat."

"And like, I think people buy a heavy crab-crusher," Lee continued, "because they're starstruck with this vision of ocean cruising. But they end up spending years just going on weekend yacht club cruises. They would have been much better off buying a recycled bare-boat from one of the big charter companies."

"I don't know if that's very good advice, Lee. Those boats are used pretty hard, and they're not set up for private cruising at all, offshore or inshore."

"For sure, but the design is a perfect fit for club cruising," she insisted. "If you want to invite some other couples out as guests, eat a ton of food and motor whenever the wind isn't perfect, then the use pattern is just like bare-boat chartering. You need a big galley, several cabins of equal size, not too deep draft, and it doesn't matter that there's no place to stow extra sails or a good dinghy. Those boats are perfect for your typical club cruise. And like, the build quality is actually pretty good, because they're built and outfitted to the charter company's

— FORM VS. FUNCTION



Racer? Classic? Cruiser with all the bells and whistles? What type of boat you should buy depends on what you want to do with it — and of course how cool it looks.

own specs and professionally maintained."

My boss believed that Lee's examples made his point — that unanticipated use patterns are the norm. I countered that this was because the use patterns had not been realistically assessed in the first place. Lee's friend, who turned out to be an experienced cruiser, suggested that there were some common elements that made boats good or bad regardless of the use pattern and we should get down to evaluating the boat brochures on the table.

"I'm willing to rule out high-end racing," conceded my boss as we examined the specs for a new 43-ft "performance cruiser" that Lee referred to as a "bubble boat."

"This is actually a very good all-around design," said Lee's friend. "I sail on one a lot like it. It's roomy, it's fast and it's very nice to steer."

"But look how much water it draws!" complained Lee. "Like, the one biggest, most important thing for good cruising is shallow draft. Even if you *think* you'll only be going where the harbors are deep."

"You're right about that," said her project manager. "There's no such thing as a cruise that wouldn't be improved by a boat with shallower draft. Keep in mind that you spend most of your cruising time at anchor, and shallow draft means you can always find a better place to drop the hook. Sometimes it means you can be anchored closer to the dinghy beach, or in a place that's better protected from swell, or closer to town."

"Less worry about hitting the bottom wherever you go," I suggested.

"Okay, I see your point. This boat comes in a shallow draft version too," said my boss.

"Still too deep," said Lee. "Personally I'd go for something with fully retractable foils — keel and rudder. Then you could actually beach the thing if you wanted to. Or pull it up the river into a mangrove swamp to ride out a storm when necessary. That might even extend the cruising season, if you always stayed, like, within easy range of a hurricane hole."

"I didn't notice anything with retractable keels at the boat show," he noted.

"They seem to have gone out of fashion," Lee agreed. "And they're hard to engineer. But like, there are some classic combination keel-centerboard designs from the '50s and '60s that would be great cruisers because they draw so little water. I mean, like, despite all their other flaws."

This seemed to interest my boss. Lee drew a sketch of the keel-centerboard configuration, and explained the advantages: Shallow draft with the board up, decent upwind performance with it down, no keel trunk through the middle of the cabin, and good seakeeping characteristics.

"But they're old designs, and they do tend to be kind of piggish."

"What's the next most important thing after shallow draft?" asked my boss.

"You know," said Lee's associate, "I've been to Mexico three times now, and let me tell you: The essence of cruising is walking for miles along hot dusty roads to town and back carrying heavy objects."

"So I have to carry mopeds on board?"

"No, but you need a place to stow a really good dinghy, preferably without deflating it."

"For sure," said Lee. "But like, from what I hear you don't want the dinghy to be too good, or it gets swiped."

"Right, but the dinghy has to be powerful enough to plane, and carry the whole crew. And you also need more than one dingy — the second one can be a kayak or a smaller inflatable. The main thing is that, unless you're singlehanding, you need as many methods of getting from boat to shore and back again as possible."

"This will drive up the minimum size for a good cruiser," I observed.

"Sure will," said the project manager. "But it's critical for a successful cruise, even you're just going to Angel Island for the weekend. And especially if you have kids on board, when a sailing dingy can make all the difference. As soon as the

"You need a place to stow a really good dinghy, preferably without deflating it."

MAX EBB

anchor hits the bottom they'll want to rig the dink and get out of there ASAP.

"What's next on your priority list?" my boss asked the group, but we could tell he was mostly addressing Lee's project manager friend with the cruising background.

"Fractional rig for easy sail handling," said Lee.

"That's why I was looking for a ketch rig," said the boss. "By dividing the sail area into smaller units, each sail is easier to handle."

"Wrong!" answered Lee. "Jibs and spinnakers are hard to handle. Mainsails are easy."

I had to explain that a "fractional rig," means the top of the jib does not go all the way up to the top of the mast. "Common on older boats, but making a comeback in some of the newer cruisers."

"And like, boats with smaller jibs are much more tolerant of roller-furling," added Lee, "because they don't have to change jib sizes so much."

We had to explain in detail why roller furling did not mean instant control of jib size.

"It's just the opposite," Lee argued. "Roller furling makes it much less convenient to change jibs, so you have the wrong jib up more often than not, and like, that's why you see boats with roller furling doing a lot more motoring than boats without it. But like, if you insist on it anyway, it works much better on a 'fracksy'."

The project manager added some appropriate horror stories about roller furlers coming unrolled in squalls, and other mishaps. "But they're okay for offshore cruising, especially downwind," she added. "It's inshore where they're a pain. If you want to save work, go for self-tacking."

The boss had pushed his half-finished lunch aside and was making a list. Then he flipped through the stack of brochures again, while Lee offered uninvited commentary on each:

"Bleach bottle — cheaply built, very impersonal plastic styling, a lot of boat for the money."

"Crab crusher — too heavy, archaic features like bobstays and boomkins, a lot of extra work to sail, appeals to traditionalists."

"Bubble boat — lots of cabin volume, small cockpit, good performance, modern but generic design."

"Gold plater — expensive cruiser-racer, a little on the heavy side, top quality but more generic styling, *mucho dineros*. . . ."

> *"You'll never get a chance to practice with a 40-footer in 40 knots."*

My boss's face fell with each put-down of each boat he had been impressed by at the boat show — although why the opinion of a college student he had just met a few minutes before should count for anything in his decision-making process was beyond me.

"Maybe we're approaching this from the wrong angle," I suggested cautiously. "Maybe the first thing you should do is join a yacht club, go sailing on some other peoples' boats, and see what kind of sailing you actually like."

"So is this going to be, like, your first boat?" asked Lee.

The boss nodded.

"Then you have to join a sailing club that teaches in small dinghies. You'll always be way behind the learning curve if you dive right into a big yacht."

"I've done a fair number of charters," he pointed out.

"Not the same," insisted Lee. "A 14-ft boat in 20 knots handles a lot like a 40-ft boat in 40 knots."

"And you'll never get a chance to practice with the 40 footer in 40 knots," added the project manager, "'til you have to do it for real. Lee's right. I've seen more cruises ruined by people trying to learn to sail as they go. Fine if that's the program for everyone on the boat, but usually it's very unbalanced, and everyone has a difficult time if things don't go absolutely perfectly, and they never do."

"That's why I don't bareboat," said the boss. "Crewed charters are so much less stressful."

"Ultimately it's the people and the attitude that makes a cruise successful," said the project manager. "Not so much the kind of boat. Let me give you an article to read about some people who went all over the Pacific in a very generic old 27-foot production boat — a 'bleach bottle' as Lee would call it."

She reached into her briefcase and pulled out a glossy sailing magazine, one that specialized in older sailboats. But it was the cover photo that caught our attention.

"Now there's a boat that would, like, turn heads at any yacht club guest dock," said Lee.

The cover boat was a classic wooden yawl, floating on its mooring buoy in front of a New England fishing pier. The varnish was radiant in the late afternoon sun. It was as much an example of superb photography as superb boat restoration, but it appeared to have an intoxicating effect on my boss.

"It's a 45-ft Rhodes design from the '50s," I read from the caption at the bottom of the magazine's contents page. "It's a centerboarder."

"And a fractional yawl rig," observed Lee. "I mean, like, the mizzen is useless for sailing, but it's a good riding sail at anchor, and great place to hang radar antennas and deck awnings."

"Turning heads at the guest dock is as valid a selection criterion as any," I said.

"That would in fact be a nice fringe benefit of an older design," said my boss. "Although, rationally speaking, it does seem to have some of the important operational features as well."

"Like, now we know what will really drive this purchase," said Lee. "You want something with a little class. I mean, no-one ever stops to admire a new bubble boat with that pseudo-Italian styling, except maybe to gawk at the sticker price. But like, a restored classic — that makes a statement."

"And there's room for a decent hard dinghy on top of that long cabin trunk," remarked Lee's friend.

"Those old boats tend to be very cheap for their size, too" I said. "It's the enormous maintenance burden of an old woodie that brings the market value way down. You can probably find something with essentially the same classic lines in fiberglass."

If anyone understands the time value of money, it's my boss. I could see him mentally calculating the various trade-offs between first cost, maintenance budget and size.

And then the lightbulb clicked on above his head, signaling he knew exactly what he wanted, and why.

"Can I borrow that magazine?" he asked.

— max ebb

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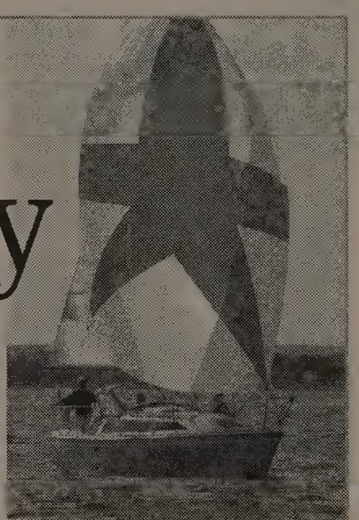
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TRAGEDY ON THE ROCKS

At 1 p.m. on Wednesday March 10th our beautiful Catalina 42 *Bingo Again!* died on the beach at Punta Perula, Mexico. Rest In Peace *Bingo Again!*

The boat did not die on its own, however — we killed it. What I want to share with *Latitude* readers is not only the tragedy and tears, but the heart-swelling support we got from those in the cruising community.

We had left Tenacatita Bay that morning bound for Puerto Vallarta, a run we had made several times. We wanted to be in P.V. to meet our friends who were competing in the MEXORC and Banderas Bay Regattas. As we started out my wife, Lynn, commented that with my normal plan of staying five miles off the coast there was little scenery to see. Since she was on the first watch I agreed, and told her to stay one and a half miles off and be alert.



LATITUDE / RICHARD

'Bingo Again!' In better times — sailing sweetly in full racing trim during the Banderas Bay Regatta.

We were sailing northwest on a nice 18-20 knot port beam reach using the autopilot, which handled the sailing well. Unfortunately it worked on magnetic, unlike our GPS, which was set on true. We had the main well out to keep *Bingo Again!* on her feet. The net result was that we were making 7-1/2 to 8 knots of boat speed, but with way too much set. Each puff pushed us down toward the shore.

Lynn was seated on the high side under the dodger and watching ahead. She could see the beautiful sand beach ahead and the clear water to starboard. What she could not see, with the headsails blocking her view, were the rocks jutting out from Punta Perula. I was below enjoying the silence of no engine and working on — of all things — our 2003 income tax.

Suddenly I felt two slight bumps and then a horrible crash. When I rushed above I saw that we were trapped between two rocks, with all sails fully powered and huge surf pushing us side to side between the rocks. Each wave would oscillate us from 30 degrees port to 30 degrees starboard and, as I soon learned, would punch another hole in the sides of the boat. The surf was now breaking completely over us.

We quickly depowered the sails, got the engine running, and with the Lord's help managed to back *Bingo Again!* off the rocks. Looking below as we sailed and motored around the rock I saw there was no hope for the vessel, as the water was now halfway up to the galley counter. We headed for the five miles of sand beach which lay about a quarter mile away and, as King Neptune swallowed the engine, we hit the sand.

Fortunately there was a large panga nearby with students aboard from Guadalajara University who were doing water research. They had seen our plight and quickly drove ashore to assist us. With their help we were able to get our dog, cat, and large Macaw ashore as well as critical passports and boat papers. We then swam ashore to join them as the surf washed over the boat, and it settled in the sand. Total time from first striking the rocks was maybe five minutes at the outside.

Then began the eight-hour ordeal of getting to the town of Perula by panga, and notifying the authorities as well as our in-

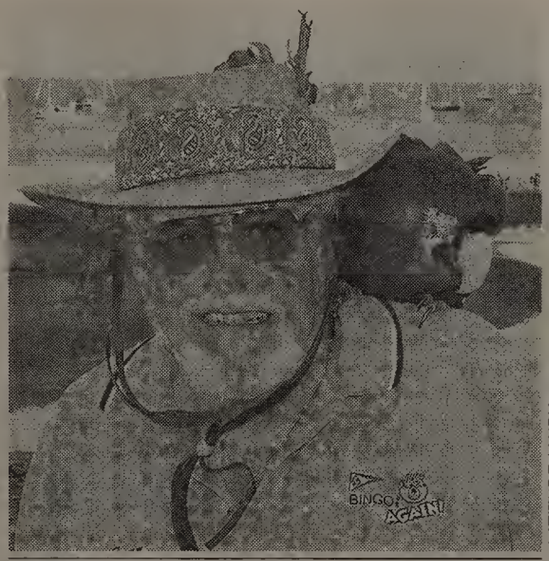


surance company. Imagine my emotions when I finally heard a friendly voice on the phone saying they were coming to help. It was Dave Domingo from La Evasion in Marina Vallarta saying that he would be there in a couple of hours. I stood in the back of a carryout store with the only phone in a town of three hundred people as the tears rolled down my face in relief.

> *As King Neptune swallowed the engine, we hit the sand.*

I needed to get back to the beach, arrange security for the boat, and find Lynn, who was still waiting on the beach with two students. As we returned at dusk, they were arranging to start a fire so we could find them. To get to the main road from the beach required a six-mile drive over dirt roads through the jungle.

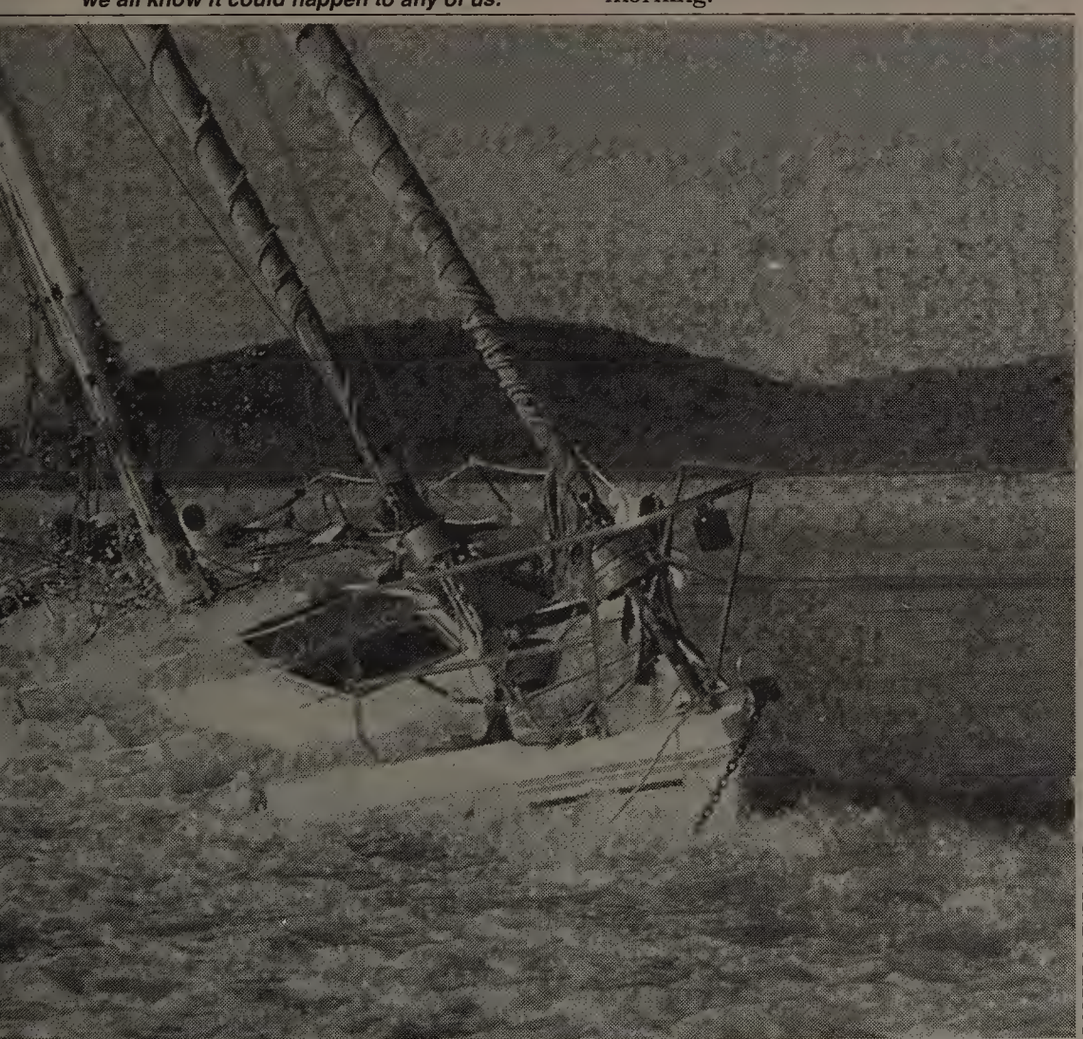
Dave contacted Robert Sutherland from the Wylie 34 *Echo* and they drove the three hours from PV to Perula, arriving at 10 p.m. to get us. We were tired, wet, and emotionally drained. The students had taken us to their house — which Dave and Robert had to find on the dirt road in the dark — fed us and tried to make us and our pets comfortable. It was then back to PV, arriving at 2 a.m. Thursday morning.



LATITUDE / ANDY

During the 2002 Baja Ha-Ha you couldn't miss Bear, as his pet macaw, Colonel, was always perched on his shoulder.

Dave and Vance loaned us their Jeep for the next 4 days, and Robert began the first of several round trips to the boat from PV, each involving six hours of driving. We were joined Thursday by Patrick O'Brien and Scott from the yacht *Sorcery* with the plan to get as much of our personal gear, clothes, etc., off the boat as we could. Unfortunately, the boat already had several feet of sand inside and there was little that could be salvaged. Scott did add to the excitement when he was stung by a ray and required medical attention. Many other folks from the cruising community volunteered to help, but the five of us were all that was needed that day.



ROBERT SUTHERLAND

A few minutes of inattention can spell disaster. This image is every sailor's nightmare, because we all know it could happen to any of us.

By this time the Mexican Navy was on site with a ship off the beach and the Federales on shore standing guard. Throughout this trying time the Mexican officials did all they could to help.

Saturday was our last trip, again with Robert driving Dave's SUV. We were joined by Bill from *Les Scapada* with his truck, as well as Doug and Lynn Baker off of *Mrs. Harrigan*. In addition, we had a surveyor from San Diego. We were successful in loading the truck with the life raft, outboard, and other small gear.

The surveyor took many pictures and then dove the wreck. He noted an eight-foot gash in the port side and felt that the starboard side may have been worse. But by then it was buried in the sand. I then paid the police for their time on security watch and we had another long, tedious drive back to Puerto Vallarta.

One of our biggest problems would have been housing were it not for Dave and Vance from *Evasion*. They opened their home to us for two weeks until we were prepared to leave. Hotels were out of the question because of our animals. However, Dave and Vance are pet lovers and we simply added to their zoo for that period. In addition they gave us clothes to wear, since we had nothing from the boat. Dave also gave me a cash advance, as we had lost our wallets in the rush to the beach. Their help, both physically

TRAGEDY ON THE ROCKS



ROBERT SUTHERLAND

As 'Bingo Again' wallows in the surf, Lynn and a team of volunteers attempt to salvage whatever they can from the wreck.

and mentally, cannot be described — it was awesome.

What lessons have we learned from this experience? The first is that no matter what you think, you will have almost no time to act in such a situation. We were holed and immediately the water overcame the boat even with an additional high capacity bilge pump. The second lesson is to rotate watches at all times, particularly on warm sunny afternoons. That keeps the 'on watch crew' sharp. After logging 6,000 miles in the past two years, we were probably not as diligent as we could have been. The last lesson was how much support you are likely to get from other cruisers.

While we have mentioned some names above, these were but a few that helped or offered their sympathy and time to us. What a great community of folks that are tight knit, despite being constantly in transition. We received emails of support from as far away as Panama from people we'd previously met.

The second lesson is to rotate watches at all times, particularly on warm sunny afternoons.

So where do we go from here? Now begins the next adventure of our lives. Fortunately, the boat was insured. We are now back in California and trying to get our thoughts together. With the Lord's help, we hope to be back cruising next year.

God bless you all and many thanks for your support.

— bill 'bear' myers



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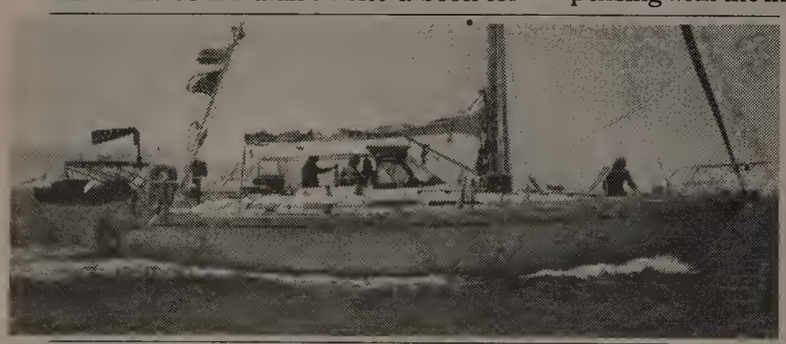
Countless people have asked us over the years about writing books about their travels. They always seem a bit disappointed when we explain that magazine publishing and book publishing are apples and oranges — and we have no idea about the latter. But Suzanne Knecht does. Between 1995 and 1997, Suzanne and husband Jerry circumnavigated the globe in their 1990 Moody 425 sloop, Night Watch. *Upon their return, Suzanne wrote a book about their adventures,* Night Watch: Memoirs of a Circumnavigation. *When she submitting her book to us for review, one thing led to another and we ended up asking her to write an article about her experiences — not as a first-time circumnavigator, but as a first-time book author. We hope her thoughts offer appropriate doses of encouragement and reality to other cruisers hoping to one day put pen to paper.*

So you've returned home from a spectacular cruise — the experience of a lifetime — and your friends are extolling your emails, urging you to write a book. If you feel the idea ricocheting through your brain even as you rush to say, "No, I'm not a writer," maybe you're being too hasty. Writing about a fabulous adventure not only allows you relive the memories, it's an adventure in itself. A challenge? Yes. A lot of work? Yes. But when you finish. . . ah, when you finish! Holding my completed book for the first time was every bit as sublime as sailing back under the Golden Gate Bridge after circling the world.



Sue Knecht.

I had no intention of writing a book, and I certainly did not think of myself as a 'writer'. Furthermore, after dedicating two years to our voyage, I felt it was time to move on. But a couple of nagging thoughts persisted. I imagined what it would be like to find a book written by a great grandmother about her circumnavigation. I would think it a priceless treasure — even if she wasn't a Beryl Smeeton. So if I didn't write a book for myself, perhaps I should for my children and grandchildren.



'Night Watch' powers up the Suez Canal.

I was also intrigued by potential unknown consequences. Perhaps my book would inspire a closet Tristan Jones to attempt a first voyage. (Or, at the very least, it might vicariously satisfy the lust for adventure of an armchair sailor who could never make the real voyage.) Could not recollections of some of the more remote spots that only sailors visit become little historical treasures as these places are drawn into the global community and forever changed? Where else would I have learned, if not from Joshua Slocum's *Sailing Alone Around the World*, that as late as the 19th century, President Kruger of South Africa sanctioned the belief that the world was flat?

I finally convinced myself to give it a shot.

Just Do It

Our circumnavigation was far more formidable in the anticipation than in the execution, and the same held true for writing the book. The best antidote was to get started as quickly as possible, dispensing with the incapacitating question, "Where do I begin?"

If you have an unusual angle — e.g., your boat sank and you spent two months hanging onto the starboard settee, beating off sharks and finding God between the 50-ft waves — traditional publishing companies will fight over you. If you go this route, check out any of the reference books that list agents, publishers and their specialties (and how to best approach same) before you write a single word. In addition to lots of help, you might even get an advance.



My own limited number of query letters elicited an identical number of very kind responses, all to the effect that, short of the above scenario, there is no longer a market for books about circumnavigating, unless the publisher can hype an extraordinary story of personal growth. (I strongly disagree, as my readings at local libraries have attracted record crowds, but good luck arguing. I think it's more likely that most publishers are not interested in one-book authors.) If your voyage was also too 'normal' for prime time, don't get discouraged: these days, what the publishing world thinks is irrelevant you can easily publish yourself. What's important is putting your story on paper, or these days, on disk.

Natural Resources

The more reference material you have, the easier it will be to recapture the fine points of your experiences. I dug out my journal (aka 'My Loyal and Uncomplaining Friend'), my husband's 'minimalist' log, and gratefully accepted from my friends all the letters I had written en route. (We didn't have email then!) Within close range were reference books for



Above, anchored in beautiful Kastellorizon, Greece. Below right, Sue, Jerry and crewman John McVea pass under the Golden Gate to complete their circumnaviation. .

places we had visited, and never farther away than my finger tips were a dictionary and thesaurus.

Start Writing

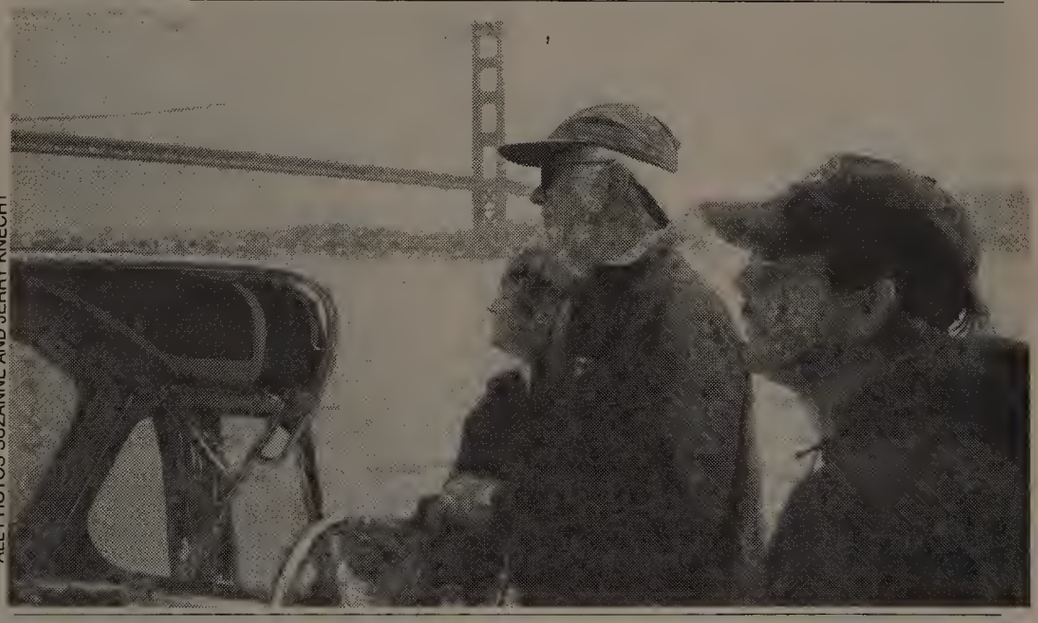
But what? If you know, you are in much better shape than I was. I knew I didn't want to write anything technical, but I couldn't define what I did want to write. When I finally stopped pacing, planted myself in front of the computer, rested my fingers on the keys and closed my eyes (to avoid looking at a blank screen), to my complete surprise — and utter joy — my fingers began to move. Words came in great abundance. I know not from where, but they danced upon the keys faster than I could type them: words of humor, visions and poetry; words of excitement, mystery and, yes, of terror. They flowed in rhythms, reveled in sounds. Mostly they piled onto the pages. Which all goes to show that if you have a story to tell, it will be told, and the fun is in the telling.

Try to keep to a schedule, and write when it feels right. While I sometimes wrote by day, more often I'd awaken at 2 a.m. with my mind racing. ("Still keeping watch," my husband would say.) I'd bundle up in my robe, tiptoe to the study, awaken my computer and not only relive my memories, but re-experience that mad and crazy rush of words. This bliss would last several hours before I'd trot back to bed. When Jerry arose, he'd read what I had written. But he never mentioned it to me until the morning I saw it on his face, the morning I had written about our return back to San Francisco Bay.

I also learned the hard way not to scorn my computer's attempts to correct my grammar and punctuation. It had a field day underlining my prose in green and red. Because I attributed the former to a protest against complex sentences, which I love, I blithely ignored it. Do not do this. You can certainly reject the advice, but it's much smarter to figure out what it is trying to tell you first. Finish each writing session by going through every tool there to help you — spell check, grammar checks, punctuation checks, etc. You will be incredibly glad you did this when you get to the proofing stage. And don't forget to back up daily, or even hourly, as it is almost impossible to recreate what came as inspiration.

Edit, Edit, Edit

After one year I had a first draft, which I knew was absolutely perfect — until I reread the first sentence. Then began the arduous task of whittling away the excesses of my earlier exuberance. Was each vignette a worthy addition? Did each sentence contain an essential thought? Most deflating was the realization that my beautifully 'complex' sentences were simply wordy. While hearing the long buried lessons of my high school English teacher echoing in my ears, I concentrated on routing out ungainly phrases and statements of the obvious. Whenever it got too bad, I would put the text away and work on the embellishments — illustrations, maps, and catchy headings. Finally, after four more years, I declared it done because you can only read your own words so many times before you want to throw up.



ALL PHOTOS SUZANNE AND JERRY KNECHT

HOW TO WRITE A CRUISING BOOK

BETTER LATE THAN NEVER

It's too bad we didn't received a copy of *Night Watch —Memoirs of a Circumnavigation* in time to be included in our December book reviews (in this case, December, 2001). Because this book would have made a great Christmas present for the cruiser in your life, whether their voyaging days were behind them, in front of them or, well, 'in progress'. Fortunately, the nice thing about gifts is you can give them anytime and to anyone — even yourself (wink, wink).

Knecht tells the story of *Night Watch*'s circumnavigation in an easygoing, chronological style. She has an eye for detail and a knack for gently educating the reader without getting preachy about it. And her style of reporting the humor without straining to invent it makes those situations all the more hilarious. Such as the time they were powering through the Suez Canal. Husband Jerry went below to take a nap and crewman John was attending to something else, leaving Suzanne in the cockpit with the pilot . . .

I brought a book up to the cockpit to read, as there were little to see beyond a concrete-line ditch through the desert. Our pilot was delighted to be put in charge of the boat.

I buried my nose in my book. All was quiet. The canal was probably 100 feet wide in this section. Mohammed sat behind the wheel. Suddenly I caught something in my peripheral vision. I looked up to see a rather hefty channel marker passing by no more than a foot away from the boat. And we were coming up to another one which appeared to be dead ahead. I gave Mohammed one of those "What the devil are you trying to do?!" looks.

"Please, ma'am," he said. "Can you close the autopilot so I can steer?" I don't know how long I had been reading — at least 15 or 20 minutes. Obviously he was too polite to interrupt me.

I jumped up to push the 'standby' button (to disengage the autopilot), only to find the words STAND BY already shining out at me, bright and clear. The autopilot had never been on. I didn't tell him. I just pretended to push the button.



The Knechts and their crewman, John McVae, may never have ended up holding onto planks and kicking away sharks, but this is a thoroughly enjoyable book that reads like you're sitting around saloon table sharing tales with good friends in a distant anchorage.

Night Watch is $26.99. It's available through *www.amazon.com*.

Why didn't I just hire an editor? Actually, I did. She was a travel book editor by profession. However, I soon concluded that, if allowed free rein, this lovely woman would totally ruin my book. Having masochistic tendencies anyway, I took it on myself. After a couple of times through, I gave the text to my husband and two friends to read. Jerry said it was perfect; one friend attached zillions of Post-It notes asking for all sorts of additions; and the other said it was superb — but noted a good 150 pages I could drop "If I thought it was too long."

Take Thee to a Publisher

Finally, you have a text you believe is ready for publication. If you've given up on a traditional publisher beating a path to your door, you can either self-publish (there are many companies to help you) or go for a print-on-demand publisher. In both cases you have total control of the final product and retain rights to the book. With self-publishing, you pay a fair amount up front (over $10,000) and get the entire edition delivered to your doorstep to do with as you please. With print-on-demand, you pay a comparatively low initial cost and receive only 20 or so author copies. The publisher recoups its cost as books are sold, paying you in most cases woefully low royalties.

Having no storage area, no intention of marketing my book aggressively, little foresight — and especially liking the low up-front cost — I was drawn to the latter, going with XLibris Corp. The initial fee was advertised as ranging from $800 to $1,600, but as I soon found out, could be run up as fast as a charge card during a sale at West Marine. The author can buy additional books at a discount, but the cost per book remains higher than through self publishing. Before making this decision, estimate your market potential and examine the terms and conditions carefully.

The Payoff

Finally, you receive a real, live copy of your book and you think it looks pretty darn good. You think of all the years of your life that are between the covers, and you hold it close to you. Very, very close.

The Bottom Line, or Don't Quit Your Day Job Yet

So how do you go about spreading the word? Being of delicate psyche, my marketing efforts have been centered on those who — due to an inherent interest in my work — are likely to be sympathetic: local libraries and yacht clubs. They have been wonderful, sponsoring readings and in one case, a window display. The former are great fun, and have resulted in modest sales, new acquaintances, and word-of-mouth publicity.

I did try to approach a couple of bookstores about handling my books on consignment only to find that the expense factor with print-on-demand, at least with Xlibris, makes this a red ink proposition. Reviews of my book in sailing magazines have probably generated the most sales, and while I am doing very little marketing these days, my books continue to sell — very slowly. I have not yet broken the 1,000 mark.

But marketing is one of those areas out of which you get no more than you put in. So if you want big sales numbers, be aggressive — and creative. After all, we are now in the age of the internet, where the future lies. Will I avail myself of this opportunity? I doubt it, for I am happy. I have accomplished what I set out to do, and I would do it again, even knowing how it would play out.

And From Here?

I am asked repeatedly when I'm going to write another book. I know I will, but it hasn't come to me yet. Since the circumnavigation, Jerry and I have taken *Night Watch* to Alaska, and we talk about cruising her more in Europe. I cannot imagine that I'd write another book about our adventures aboard. That is, unless she sinks and we end up hanging onto the starboard settee. . . .

— suzanne knecht

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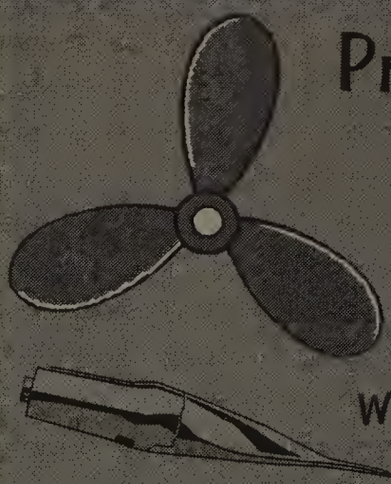


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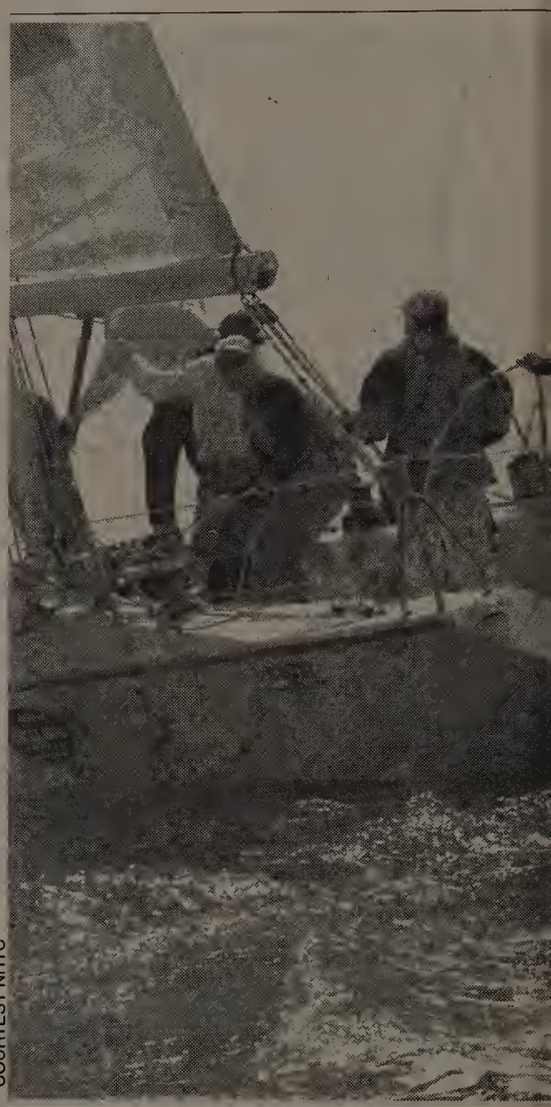


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THE RACING

*With reports this month on a slooooooow **Singlehanded Farallones Race**; St. Francis YC wins the **Pacific Life Yacht Club Challenge** in Newport Beach; SFYC's **Resin Regatta**; a new course record in the **Bullship Race**; a pleasant **Doublehanded Lightship Race**; an equally pleasant **Doublehanded Farallones Race**; Paul Cayard and Phil Trinter win the **U.S. Olympic Star Trials**; a brief report on the **Congressional Cup**; tons of **Box Scores**, and the usual **Race Notes**.*

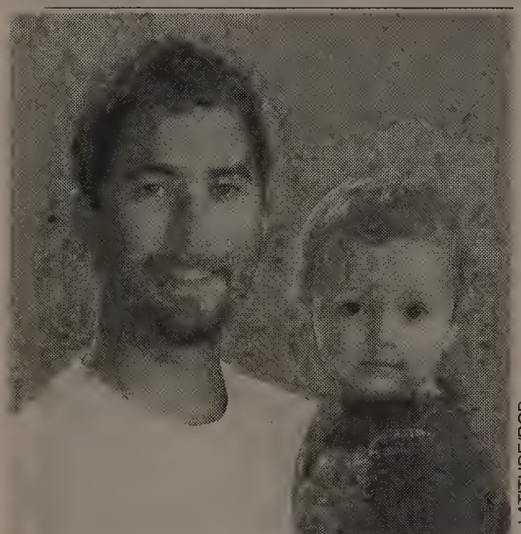


COURTESY NHYC

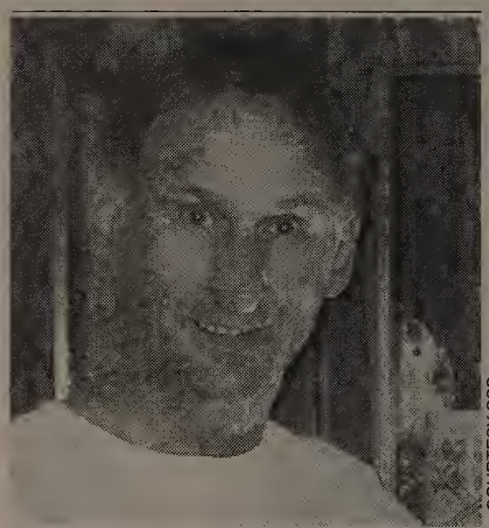
Singlehanded Farallones

Let's not sugarcoat it — the Singlehanded Sailing Society's 26th annual Singlehanded Farallones Race was a total bust. Of the 64 starters that ventured out under the Golden Gate on April 10, only two hardy souls stuck it out and finished before the 6 a.m. Sunday morning deadline. Ironically, there was a nice 15-25-knot breeze on the Cityfront all day — but there was next to nothing in the ocean except fog.

First to finish the grim affair was Ray Wells, sailing his F-27 *Wingit*, the only multihull in the race. Wells limped in at 4:44 a.m. after 19 hours, 44 minutes on the 58-mile course. The only other finisher was Will Paxton, who pushed his Express 27 *Motorcycle Irene* across the line at 5:26 a.m. to take overall honors. "The race committee wishes to apologize to any Marina residents who were awakened by our gunfire," noted race official Max Crittenden, one of several volunteers to pull an all-nighter for the cause.



LATITUDE/ROB



COURTESY SSS

The 'hardy boys' — Will Paxton (above) and Ray Wells (right) were 1-2 in the Singlehanded Farallones. Everyone else tied for third.

What motivated these two guys to stick it out? "I've always wanted to win this one," said Paxton, a professional sailor currently associated with *Flash*, *Winnetou*, and *Astra*. "I was first to the island ahead of *Wingit*, rounding around sunset, and figured I might as well sail home — my family was in Michigan for Easter weekend and I didn't have anything else going on. Around 2 a.m., it didn't look too good as far as beating the time limit, but eventually the wind and the flood picked up."

Paxton has previously won both the Doublehanded Farallones and Doublehanded Lightship overall, so this completes the 'Shorthanded Ocean Racing Trifecta'. As far as we can tell, no one has pulled off this difficult hat-trick before — can anyone refute this claim?

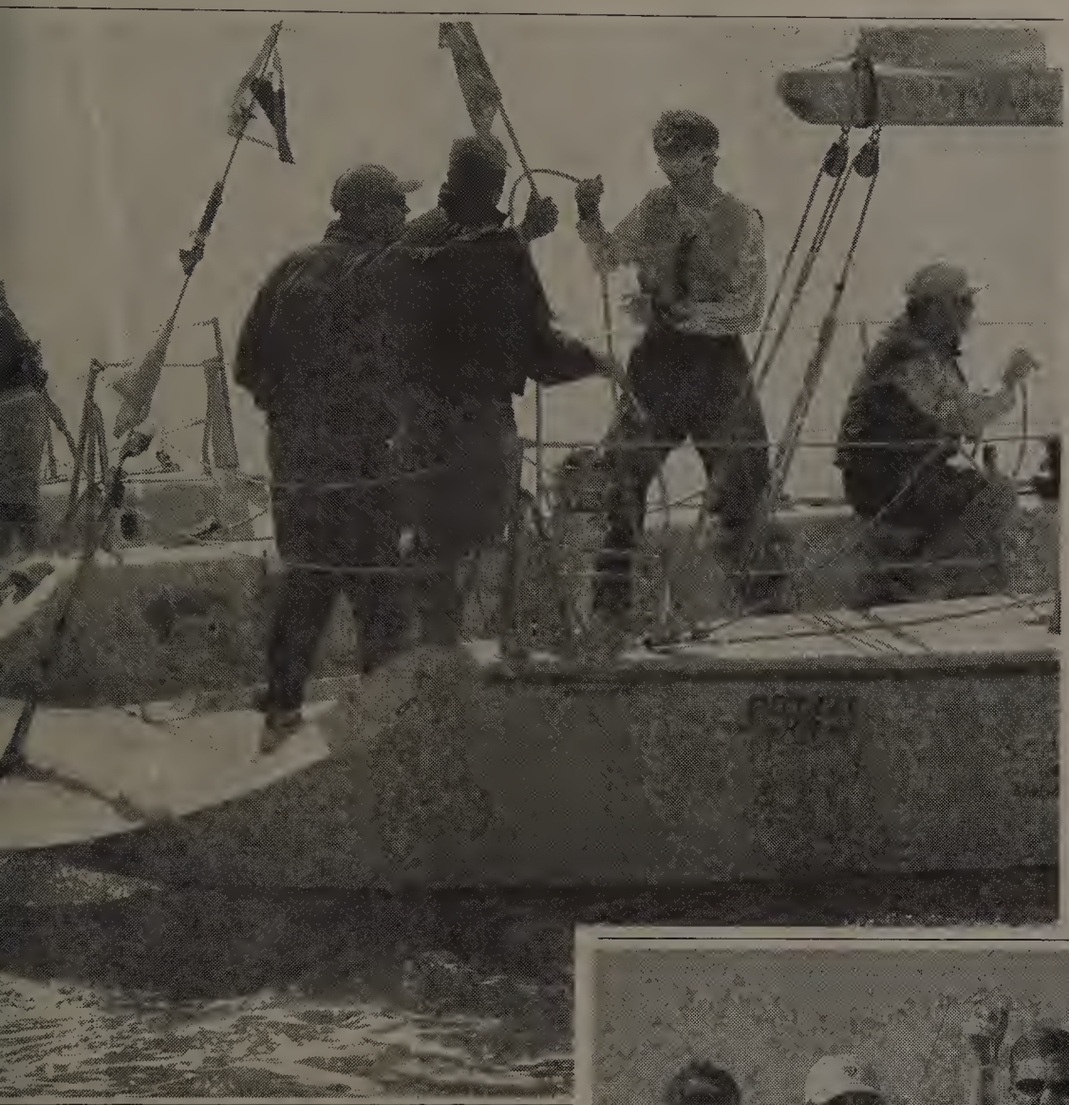
For Ray Wells, an electronic engineer and longtime multihuller, the race was a personal challenge. "I was the only multihull, so I had that division sewed up!" he laughed. "My first goal was just to finish, and I knew it would be a long race just from the forecast. I also hoped to beat all the monohulls on corrected time, but I guess I ended up last! I enjoyed the solitude of being out there alone all night, and I wasn't worried about the time limit — the Sailing Instructions were more than generous, giving us two weeks, until 6 a.m. on April 25, to finish!"

To see the errant S.I.'s, or to check out who DNFed the ill-fated race, surf to *www.sfbaysss.org*.

Pacific Life Yacht Club Challenge

Chris Perkins led the St. Francis YC team to a convincing victory in the inaugural Pacific Life Yacht Club Challenge, a match race series in Catalina 37s hosted by Newport Harbor YC on March 25-28. Perkins dominated the light-air series, rolling to a 13-0 record in the double round-robin, then going 1-1 in the semis before the event was called off due to lack of wind. The scores then reverted back to the round-robins, and The Saints were declared the winners.

Perkins sailed with Seadon Wijsen (tactics), Matt Gregory (main), Doug Holm (trim), Phil Perkins (trim), Steve Marsh (pit), and Doogie Couvreux (bow). "There was a definite 'A' fleet and 'B' fleet," noted Perkins. "The top four teams were all really good — fortunately for us,



Pac Life Challenge action — StFYC tactician Seadon Wijsen seeks a penalty call after a pre-start dial-up with Southern YC.

we got on a roll early and kept the momentum. Conditions were really fluky, and we worked hard at steering with the sails and minimizing rudder movement. We got some pretty good starts, too."

This was the first time St. Francis YC has won this event, which previously existed in a different format (fleet racing in three classes) under a different name (U.S. Yacht Club Challenge). San Francisco YC, which finished second at the 2002 event, didn't fare quite as well. They finished seventh, represented by driver Skip McCormack, Bill Melbostad (tactics), Tim Russell (main), Carlos Baddell (trim), Robin Sodaro (trim), Bryan Moore (pit), and Steve Fentress (bow). The Bay Area also sent down Tom Allen and Tom Roberts, who served as umpires at the aborted event.

Despite the less-than-optimal sailing conditions, everyone gave NHYC high marks for the event. "The boats were evenly matched, and the judging was quite high caliber," claimed Perkins. "The social side of the event was great, too — the club provided housing, fed us breakfast every day, and had hamburgers and a keg waiting for us on the dock when we got in. It was a good time, and we hope to get invited back to defend our title in two years!"

FINAL RESULTS — 1) **St. Francis YC**, Chris Perkins, 6.5 points; 2) **Balboa YC**, Jack Franco, 5.5; 3) **Newport Harbor YC**, Jon Pinckney, 5.5; 4) **San Diego YC**, Jeff Pape, 3.5; 5) **Southern YC**, Scott Sonnier, 3; 6) **Seattle YC**, Fritz Lanzinger, 1.5; 7) **San Francisco YC**, Skip McCormack, 1; 8) **Bayview YC**, Mike Uznis, 1; 9) **Rochester YC**, Hank Stuart, .5. (9 teams)

Resin Regatta

San Francisco YC hosted its annual Resin Regatta on April 17-18, attracting 75 boats in 8 divisions. Two windward/leeward courses were set a mile apart on the Berkeley Circle, with Steve Mason running the inner course and Bartz Schneider handling the outer course. A full range of conditions — two bumpy and windy races on Saturday, followed by light-to-moderate winds on Sunday — provided a fairly good test of all-around sailing ability.

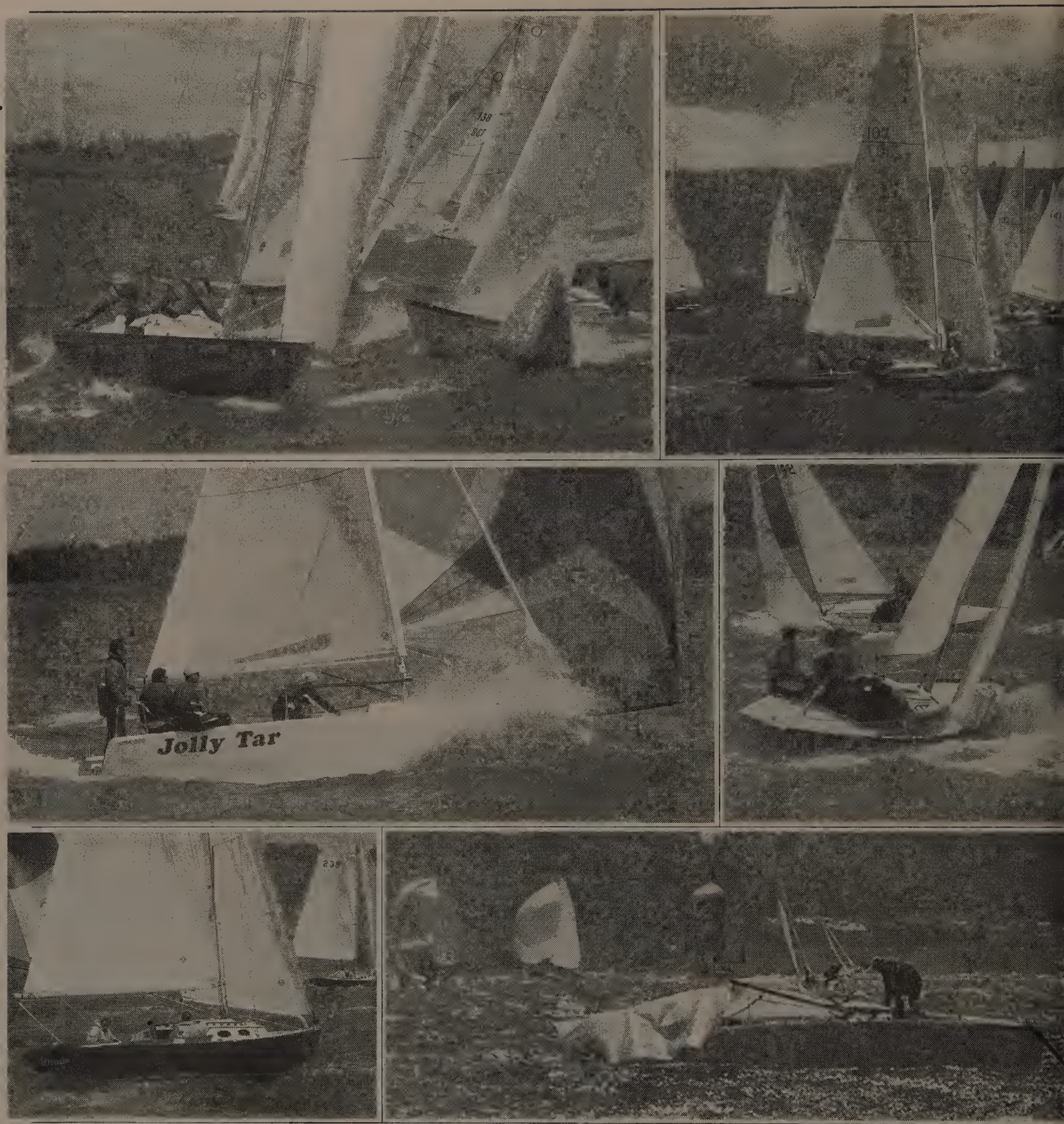
The biggest fleet at the Resin Regatta was the Knarrs, fielding 22 boats. To no one's surprise, Chris Perkins sailed his blue fiberglass *Brookester* (named for the weekend after his wife Brooke) to a convincing win with a 1,6,1,1 record. The sixth place finish was a function of being over early, but Perkins still ground back to a respectable finish. "We picked our way around the clumps of boats, staying out of bad air and chopped-up water," he explained. "We just tried to sail fast and, because of the full keel, not move the rudder very much."

Perkins sailed with boat partner Hans Baldauf, Jennifer Dunbar, and Heidi Chase. This was the beginning of the



LOUISE FUNDENBERG

The Saints toast their victory, from left — Steve Marsh, Phil Perkins, skipper Chris Perkins, Matt Gregory, vice commodore Doug Hoim, Doogie Couvreux, and Seadon Wijsen.



Resin Regatta, clockwise from upper left — Chris Perkins whips 'Brookester' around to restart race two; a pair of Knarrs bounce upwind; the Melges 24 'Light Brigade' lost its mast and sprit (Linda Tilton photo); 'Dream' was one of four AE-28s in the regatta; 'Jolly Tar' at warp speed.

Knarr championship season, and one of the qualifying regattas for August's IKC (International Knarr Championships) on the Bay. "Our goal is to get into the IKCs," said Perkins. "We haven't decided if we'll go after the season championship as well. Racing the J/105 with my brothers is a higher priority."

The Deeds family — older brother Eric, middle sister Sarah, and younger brother Paul — won the 15-boat Express 27 class, riding their *Magic Bus* to a 3,2,1 record (the scheduled second race on Sunday was canceled on the inner course due to lack of wind). Eric, an attorney, and Paul, a software developer, own the boat together, and it was Paul's turn to be the *Bus* driver this weekend. "He got good starts, and we had good crew work in the corners," said Eric, who did the bow on Saturday. On Sunday, Sarah, an architect, took over for Eric — a full family effort! Rounding out the crew was Rolf Kaiser, Caleb Everett and Shannon Bond.

The Deeds siblings are no strangers to Express 27s — they grew up in Detroit sailing their father Ralph's Express 27 *Lorax*, which he still campaigns. All three sailed competitively in college: Eric



Resin Regatta, cont'd — The 22-boat Knarr fleet heads downwind; the Cal 29 'Bluejacket'; 'Xarifa' chases 'Icflgin'; Express 27s pass close by the weather mark, while the AE-28 'Lazy Lightning' takes a wide rounding; a trio of IODs reach toward the offset mark. All photos Latitude/rob.

at University of Michigan, Sarah at Brown, and Paul at Tufts. Sarah, who owns a Vanguard 15, was the first to move to the Bay Area, and her brothers soon followed.

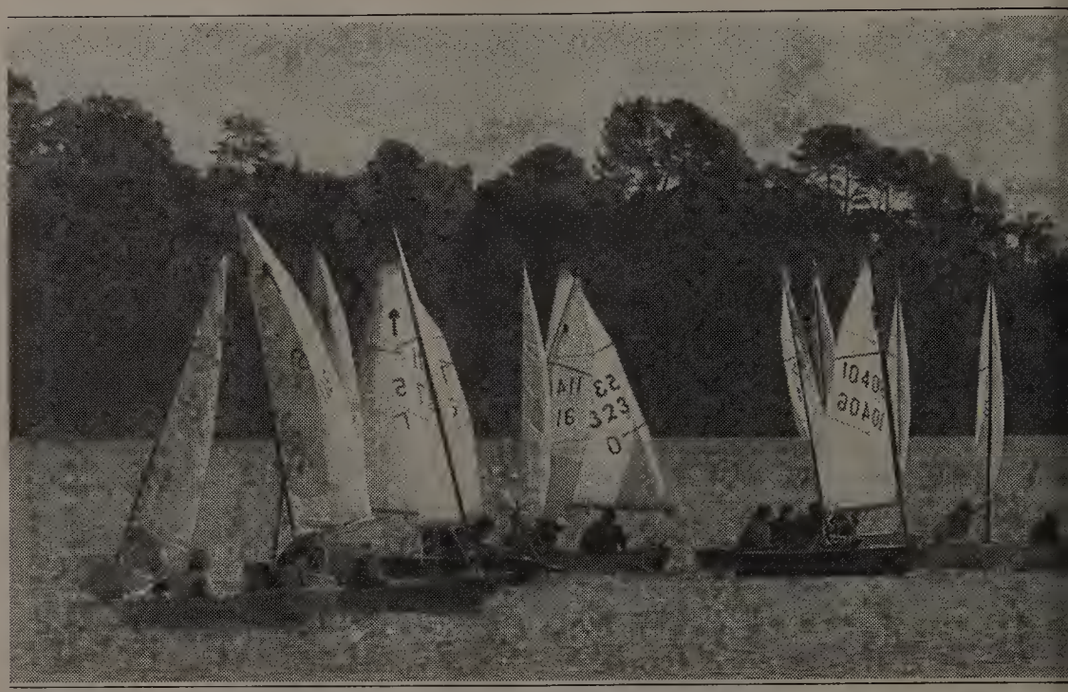
This was the third event out of 13 on the Express 27 season championship schedule, so the new pecking order is far from established — but look for *Magic Bus* to be a player this year.

Philippe Kahn won the third largest fleet, the 14-boat Melges 24s, with straight bullets, sailing his *Pegasus 575* with Morgan Larson, Stu Bannetyne and Doogie Couvreux. Second place went to the world champion boat, *Pegasus 492*, sailing without normal skipper Shark Kahn, who had just had his tonsils removed. Canadian Finn sailor Richard Clarke drove in Shark's absence, and Jeff Madrigali joined the team as tactician.

GROUP ONE (Olympic Circle; 3 races):

ALERION EXPRESS 28 — 1) **Lazy Lightning**, Jason Freskos, 3 points; 2) **Dream**, Kirk Smith, 7. (4 boats)

EXPRESS 27 — 1) **Magic Bus**, Eric Deeds, 6 points; 2) **Chimo**, Brad Pennington, 6; 3) **El Raton**, Ray Lotto, 13; 4) **Xena**, Mark Lowry, 4; 5) **Abigail Morgan**, Ron Kell, 16; 6) **Great White**, Stan Clark, 20; 7) **Mirage**, Terry Cobb, 23. (15 boats)



IOD — 1) **La Paloma**, Jim Hennefer, 4 points; 2) **#88**, Rich Pearce, 7. (5 boats)

MELGES 24 — 1) **Pegasus 575**, Philippe Kahn, 3 points; 2) **Pegasus 492**, Richard Clarke, 6; 3) **Ego**, Don Jesberg, 9; 4) **Smokin'**, Kevin Clark, 14; 5) **Surfeit**, David Wadbrook, 18; 6) **Go Dogs Go**, Tim Hawkins, 20; 7) **Abracadabra 3**, Dennis Surtees/ Tom Montoya, 21. (14 boats)

GROUP TWO (Southampton Shoals; 4 races):

CAL 29 — 1) **Boogaloo**, Nancy Rogers, 7 points. (3 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 9 points; 2) **Windansea**, Don Wilson, 9; 3) **Nordic Belle**, Eric Kaiser, 13. (6 boats)

KNARR — 1) **Brookester**, Chris Perkins, 9 points; 2) **Sophia**, Tom Reed, 13; 3) **Huttetu**, George Rygg, 21; 4) **Flyer**, Chris Kelly, 26; 5) **Narcissus**, John Jenkins, 27; 6) **Snaps III**, Knud Wibroe, 31; 7) **Penelope**, Charles Griffith, 37; 8) **Gossip**, Steve Taft, 39; 9) **Huldra**, Chip Nilsen, 40; 10) **Peerless**, Larry Drew, 41. (22 boats)

SANTANA 22 — 1) **Elaine**, Pat Broderick, 7 points; 2) **Good Taste**, Ron Posey, 13. (6 boats)

Full results — *www.sfyc.org*

Record Shattered in Bullship Race

Petaluma sailmaker John Amen won the 51st annual Bullship Race on April 17, topping a 45-boat El Toro fleet. Amen whipped his red Steve Smith-built *Diablo* from Sausalito to the Cityfront in just 48 minutes, lowering the course record by about seven minutes in the process. Conditions were obviously perfect for the 3.5-mile record run — a moderate northerly veering to the west, combined with a 3-knot flood half an hour after the start.

"It took me ten years to get it right!" laughed Amen, who has been the Bullship bridesmaid twice before. "I started in the middle of the line in clear air, and took the middle road when the fleet split in each direction. After sailing close by Yellow Bluff, I aimed at the 'Ban Roll-On Building' (Palace of Fine Arts) and let the flood take me down to the finish. I was working the waves, constantly pulling the mainsheet in and out, as John Walsh was right behind me, pushing hard."



JOHN DUKAT

Dressed for success — Bullship winner John Amen set a record that will stand a long time.

Walsh, who was the top maiden voyager, finished just four boatlengths behind Amen. Another maiden voyager, Eric Beckman, was third. "The Bullship is always an interesting puzzle," noted Amen, who figures his composite El Toro is probably worth more than his car. "The cream generally rises to the top, but there is also a lot of luck involved. It's anybody's game." Doing well in the race also involves reading the fine print in the S.I.'s, as attorney Buzz Blackett found out the hard way — his otherwise fine sixth place finish turned into a DSQ because he switched sails after he had entered. Unfortunately, they had different sail numbers.

Vickie Gilmour was the top woman, finishing ninth. Pete Blasberg earned the El Viejo trophy (top old guy), while Maine sailor Bill Hodges took the long distance award. Two longtime Bullship supporters, John Skinner and Sam Hock, were honored for their years of service and support with the Founder's Trophy and Cowship Trophy, respectively. The top 14 finishers received commemorative sweatshirts.

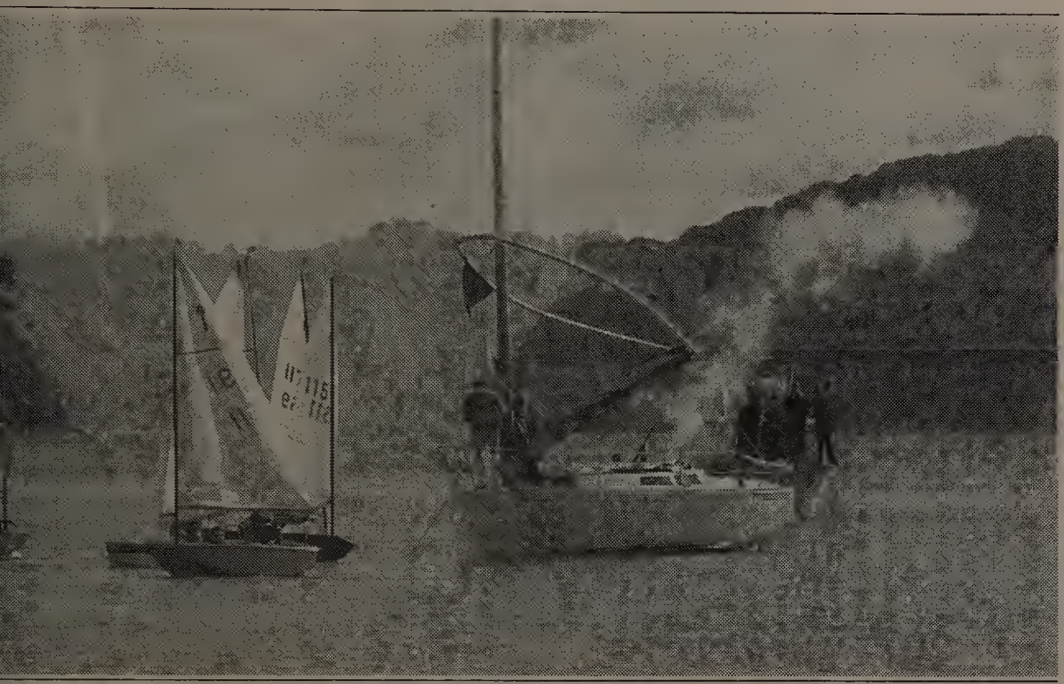
Though not as big as last year's 70-boat turnout for the 50th Bullship, this was still a great year for the race. Not only did about a third of the fleet break the 55-minute record, but 38 of the 45 boats finished in under an hour — the El Toro equivalent of breaking the four-minute mile barrier. Fortuitously, KPIX (Channel 5) was on hand all morning, filming the event for an early May *Evening Magazine* segment.

1) John Amen; 2) John Walsh; 3) Eric Beckman; 4) Rufas Sjoberg; 5) Gordie Nash; 6) Dennis Silva; 7) Bruce Bradfute; 8) Mike Dias; 9) Vickie Gilmour; 10) Vaughn Seifers; 11) Skip Shapiro; 12) Steve Jones; 13) John Gilmour; 14) Frank Healy; 15) Jim Bradley; 16) Larry Burton; 17) Fred Paxton; 18) Jim Wondolleck; 19) Nick Nash; 20) Bruce Stevens; 21) Chris Straub; 22) John Pacholski; 23) Richard Paulsen; 24) Chris Nash; 25) Mark Darley. (45 boats)

Doublehanded Lightship Race

Santa Cruz sailor Trevor Baylis took overall honors for the second year in a row in Island YC's 23rd annual Doublehanded Lightship Race on April 3. Baylis and crew Mark 'Mario' Golsh sailed their light blue J/90 *Sweet Jane* to a 55-second victory over John Skinner's WylieCat 30 *Silkye* in the moderately windy race. First to finish honors went to Jim Gregory's Schumacher 50 *Morpheus*, which completed the 25-mile course in 4 hours, 39 minutes. Jim Corenman, owner of another Schumacher 50, *Heart of Gold*, flew down from the San Juan Islands to crew for Gregory.

Thirty-nine boats, about usual for this event, competed in the moderately windy 25-mile race. After last year's big drama — the J/35 *Jammin'* was destroyed on Ocean Beach — this edition seemed tame by comparison. Two smaller boats retired, the J/80 *Hmm* with "mechanical problems" and the Mull 22 *Straightjacket* with a split mainsail. Race chairwoman Joanne McFee reported that the J/90 *Ragtime* won the unofficial "best



LATITUDE/ROB

They're off! The 51st annual Bullship Race gets underway. Remarkably, most of the fleet finished within an hour.

broach" award for a prolonged double whammy at the South Tower, and that the Newport 30 *Hobbit* came in with the "mother and father of all spinnaker wraps." About 13 miles from the finish, *Hobbit* wrapped their kite so thoroughly around the forestay that they couldn't get it down until the next day at the dock!

As usual, half the profits of the race — generally about $300 — went to the the United Cerebral Palsy Foundation.

DIV. A (Sportboats) — 1) **Sweet Jane**, J/90, Trevor Baylis/Mark Golsh; 2) **Ragtime**, J/90, Frank Slootman/Greg Nelson; 3) **Abigail Morgan**, Express 27, Ron Kell/Peter Hogg; 4) **Always Friday**, Antrim 27, John Liebenberg/Jim Antrim; 5) **Bravo Juliet**, Hobie 33, Mark Peters/Doug Buescher; 6) **Desperado**, Express 27, Mike Bruzzone/Paul Harris; 7) **Mirador**, Express 27, Jody Harris/Ron Nicholsen; 8) **Wet Spot**, Moore 24, Michael O'Callaghan/John Verdoia. (15 boats)

DIV. B (< 118) — 1) **Auspice**, Schumacher 40, Jim Coggan/Jason Bright; 2) **Desdemona**, J/120, John Wimer/Brian Gauny; 3) **Morpheus**, Schumacher 50, Jim Gregory/Jim Corenman; 4) **Annalise**, Wylie 34, Paul Altman/Kame Richards; 5) **Razzberries**, Olson 34, Bruce Nesbit/Bruce Manchester; 6) **White Fang**, Beneteau 40.7, Mark Howe/George Neill. (13 boats)

DIV. C (> 117) — 1) **Silkye**, WylieCat 30, John Skinner/John Selbach; 2) **Chesapeake**, Merit 25, Jim Fair/Charlie Doggett; 3) **Buster**, WylieCat 30, Jonathan Livingston/Bruce Andersen; 4) **Lynx**, WylieCat 30, Steve Overton/Jim Plumley; 5) **Samba**, Olson 25, Roger Anderson/Wallace Boz. (11 boats)

OVERALL — 1) **Sweet Jane**; 2) **Silkye**; 3) **Chesapeake**; 4) **Buster**; 5) **Ragtime**. (39 boats)

Full results — *www.iyc.org*

Doublehanded Farallones

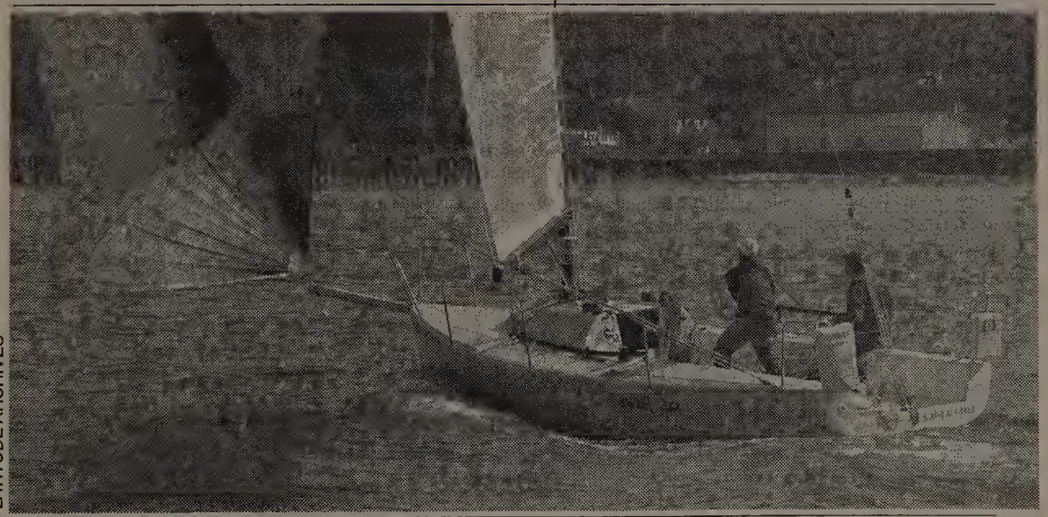
C-Creature, a Corsair F-24 Mk. II sailed by Phil Medley and crew Alan Prussia, was the overall winner of the Bay Area Multihull Association's 25th annual Doublehanded Farallones Race. Held in sunny and 'reachy' conditions on March 27, the 58-mile trek to the rockpile attracted 102 starters — 10 multihulls and 92 monohulls.

Medley, who lives in San Diego and is the purchasing manager for Corsair Marine, and Prussia, the local Ronstan dealer, were each sailing in their first Doublehanded Farallones. It took *C-Creature* two tries to clear the starting line, as there wasn't much wind at 8:30 a.m. and there was an early flood. Once underway, the duo rode a dying ebb out to Pt. Bonita and eventually picked up the building, and lifting, breeze. Unlike many boats, they didn't overstand the island by going too far north.

C-Creature rounded the rocks fifth overall, setting their chute in about 20 knots of breeze and gybing soon after to port. They kept the kite up despite not quite laying the Golden Gate entrance, switching to two-sail reaching for the final approach. "The swells were probably 8-10 feet, with an occasional 10-footer," said Prussia. "We had a great ride in! I'm totally hooked on tri sailing!"

The first boat back was *Blade Runner*, Michael Domnich's Catri 27, which finished in 7 hours, 12 minutes. Three more multihulls followed, including Ray Wells' F-27 *Wingit*, which won the award for top coed team. Sharing the prize with Wells was Jan Phillips, who flew over from England for the race! *Sweet Jane*, Trevor Baylis' J/90, was the fifth boat in and the first monohull, posting an elapsed time of 7 hours, 33 minutes. *Buster*, Jonathan Livingston's borrowed WylieCat 30, was the top monohull after the PHRF ratings were applied. *Buster*, along with teammates *Silkye* and *Motorcyle Irene*, represented Richmond YC in the new yacht club competition, which they won handily. Other familiar names bubbled to the top in each class.

Bucking the trend, BAMA continues to lump monohulls and multihulls together in coming up with an overall winner. This year, in an effort to make their boats more competitive against the monohulls, BAMA upped all multihull ratings across the board by 36 seconds a mile. "This debate has been raging for years," noted race chairman Randy Devol. "In the past, multihulls were overly-penalized when the two PHRF rating systems were merged. Hopefully, it's fairer now."



LATITUDE ARCHIVES

Trevor Baylis' J/90 'Sweet Jane' won the Doublehanded Lightship Race overall and was first in class in the Doublehanded Farallones.

MULTIHULL — 1) **C-Creature**, Corsair 24 Mk.

THE RACING

II, Phil Medley/Alan Prussia; 2) **Wingit**, F-27, Ray Wells/Jan Phillips; 3) **Jitterbug**, Catana 431, Gary Miskell/Dave Renouf; 4) **Raptor**, F-27, Todd Olsen/Philip Jenkins. (10 boats)

ULDB-I — 1) **Sweet Jane**, J/90, Trevor Baylis/Mike Holt; 2) **E.T.**, Antrim 27, Todd Hedin/Liz Baylis; 3) **Desdemona**, J/120, John Wimer/Brian Guany; 4) **Fast Forward**, Aerodyne 38, Dan & Carol Benjamin; 5) **Twist**, J/120, Timo Bruck/Fred Chandler; 6) **Max**, Antrim 27, Bryan Wade/Jason Seifert. (13 boats)

ULDB-II — 1) **Encore**, Wylie 30, Andy & Kimbal Hall; 2) **Sleeping Dragon**, Hobie 33, Mark Halman/Robert Fricke; 3) **Starbuck**, Black Soo, Greg Nelson/Allen Barth; 4) **Mirage**, Black Soo, Ben Mewes/Lucie Van Breen; 5) **Irrational Again**, J/105, Jaren Leet/Paul Verveniotis; 6) **Family Hour**, Olson 30, Jim Bilafer/Bob George; 7) **20/20**, J/105, Phil Gardner/Wade Duckworth. (15 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Cappy Prait; 2) **Frog in French**, Scott Owens/Eric Menzel; 3) **Desperado**, Mike Bruzzone/Ron Kell; 4) **Wetsu**, Phil Kraser/Greg Byrne; 5) **Attack From Mars**, Brendan Busch/Michael Thorton. (12 boats)

MOORE 24 — 1) **Half Off**, Tom Carlon/Roland Brun; 2) **Caliente Kitty**, Mark Breen/Matt McQueen; 3) **Wet Spot**, Michael O'Callaghan/John Verdoia; 4) **Sweet**, Randy Lakos/Dan Nitake. (9 boats)

PHRF-I — 1) **Timber Wolf**, Farr 38, Dave Hodges/Bill Keller; 2) **Auspice**, Schumacher 40, Jim Coggan/Jason Bright; 3) **Valhalla**, Beneteau First 38, Josh Rothe/Tomi Tiainen; 4) **Tivoli**, Beneteau 42, Torben Bentsen/Glen Haubl; 5) **Metridium**, Catalina 42 Mk. II, John Graves/Jon Holbrook; 6) **Carmelita**, Catalina 42, Chris Lewis/John Farnsworth. (14 boats)

PHRF-II — 1) **Buster**, WylieCat 30, Jonathan Livingston/Andy Hamilton; 2) **Silkye**, WylieCat 30, John Skinner/Dan Oullette; 3) **Lynx**, WylieCat 30, Steve Overton/Jim Plumley; 4) **La Diana**, Contessa 35, Fred & Brendan Huffman; 5) **Kuewa**, Islander 44, Tony Hoff/Chris Catterton; 6) **Leilani**, Cal 40, Jay & Geoff Capell. (14 boats)



COURTESY BAMA

'Creature' comforts — Phil Medley, left, and crew Alan Prussia won the Doublehanded Farallones Race overall in their first attempt.

PHRF-III — 1) **Chesapeake**, Merit 25, Jim Fair/Charlie Doggett; 2) **Loose Lips**, Merit 25, Phill Mai/Tim Sample; 3) **Patriot**, Yamaha 33, Lesa Kinney/Peter Schoen; 4) **Warwhoop**, Contessa 33, Chuck Hooper/Ray Cattletle; 5) **Eyrie**, Hawkfarm, Sylvia Seaberg/Synthia Petroka. (13 boats)

PHRF IV — 1) **Osituki**, Cal 28, Rodney Pimentel/John Hemiup. (2 boats)

OVERALL — 1) **C-Creature**; 2) **Buster**; 3) **Silkye**; 4) **Motorcycle irene**; 5) **Half Off**; 6) **Encore**; 7) **Caliente Kitty**; 8) **Timber Wolf**; 9) **Lynx**; 10) **Frog in French**. (102 boats)

Full results — *www.sfbama.org*



On to Athens — Paul Cayard and crew Phil Trinter threw everything they had at the U.S. Olympic Star Trials — and it paid off! Inset, Trinter (left) and Cayard.

Star Olympic Trials

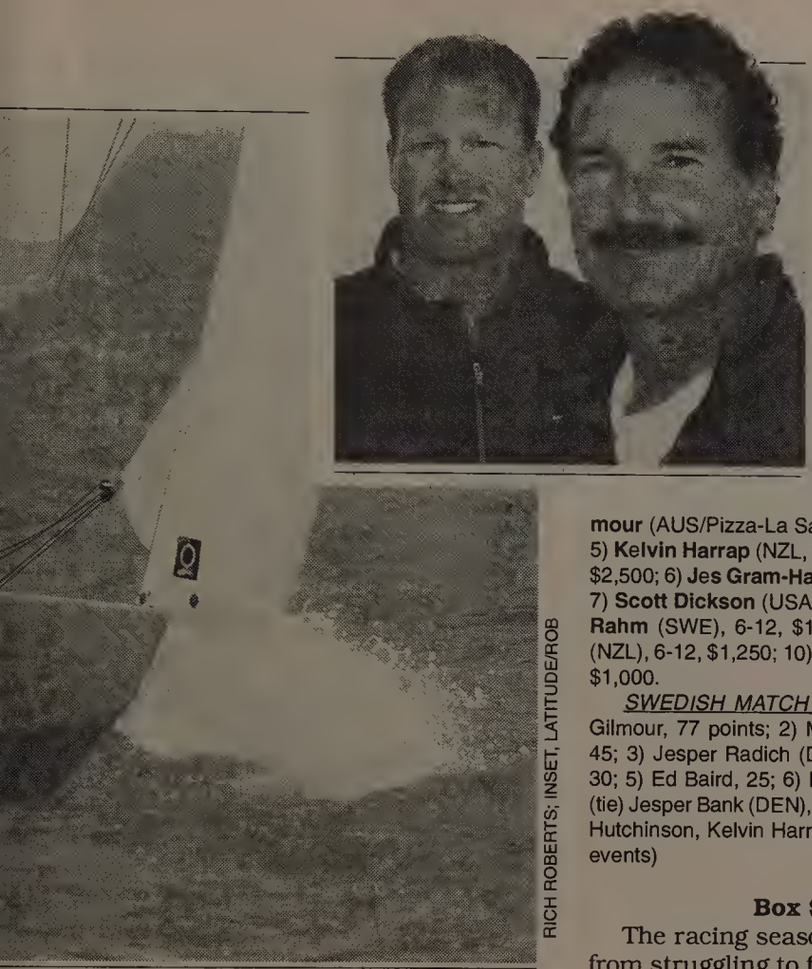
Local hero Paul Cayard and crew Phil Trinter (Lorain, OH) crushed all comers at the Star Trials on Miami's Biscayne Bay in late March, racking up a 25-point victory without even sailing the last two races of the 16-race, 2-throwout series. This dazzling display was the culmination of an intense two-year training program, and it bodes well for the duo's medal chances in Athens in just over 100 days.

There were a couple of close calls during the windy regatta, such as a semi-round-down on the first day (Trinter was able to get the pole off the mast, or the rig might have snapped). Then, their mast did fall down while leaving the harbor on the fourth day. Remarkably, they got a tow in, replaced it with a spare in about 20 minutes, got to the starting line in time, and won both day's races. A third scare occurred in nuclear conditions on day five, when Howie Schiebler spun out and dismasted directly in front of Cayard and Trinter, almost taking them out, too.

This was Cayard's fourth Olympic Star Trials and Trinter's third. For Cayard, age 44, this is realistically his last shot at an Olympic gold — and we suspect he'll make the most of it. He and Trinter are currently at the Star Worlds in Italy (April 23-30), a regatta which should give insights into what to expect at Athens.

The rest of this quadriennium's U.S. Olympic Sailing Team consists of Meg Gaillard (Europe), Kevin Hall (Finn), Mark Mendelblatt (Laser), Peter Wells (IMCO-men), Lanee Butler Beashel (IMCO-women), Paul Foerster/Kevin Burnham (470-men), Katie McDowell/Isabelle Kinsolving (470-women), John Lovell/Charlie Ogletree (Tornado), Tim Wadlow/Pete Spaulding (49er), and Carol Cronin/Liz Filter/Nancy Haberland (Yngling).

1) Paul Cayard/Phil Trinter, 40 points; 2) Andy Lovell/Magnus Liljedahl, 65; 3) George Szabo/Mark Strube, 69; 4) Eric Doyle/Brian Sharp, 76; 5) Mark Reynolds/Steve Erickson, 80; 6) Vince Brun/Mike Dorgan, 80; 7) Howie Schiebler/Will Stout, 90; 8) John MacCausland/Brad Nichol, 95; 9) Rick



RICH ROBERTS; INSET, LATITUDE/ROB

Merriman/Bill Bennett, 102; 10) Andrew MacDonald/Austin Sperry, 102; 11) Peter Vessella/Brian Fatih, 129. (22 boats)

Congressional Cup

With a timely jibe in the one and only race of the finals, St. Petersburg, Florida, pro sailor Ed Baird came from behind to win Long Beach YC's 40th Congressional Cup, a match racing series in Catalina 37s on April 20-24. Baird, at 46 the oldest competitor, sailed with tactician Andy Horton, Eric Doyle, Jon Ziskind, Brett Jones and Rob Myles.

Peter Gilmour went 16-2 in the double round-robin, and seemed like the guy to beat going into the last day of racing. Gilmour, however, lost to Terry Hutchinson 2-1 in the semifinals, while Baird likewise dispatched Gavin Brady 2-1. Running out of time and wind, the finals between Baird and Hutchinson were reduced to a one race, winner-take-all format.

Hutchinson led for the first three legs of the light-air, double windward/leeward contest, doing a bear-away set at the last weather leg for the run to the finish. Baird, 34 seconds behind and running out of options, jibe-set and headed to the opposite side of the course. He found more pressure, and went on to win the Congressional Cup, his first Crimson Blazer, and $6,000, by a lopsided 1:41.

See *www.lbyc.org* for more.

CONGO CUP FINALS — 1) **Ed Baird** (USA, Team Musto), 14-8, $6,000; 2) **Terry Hutchinson** (USA/Team Annapolis Volvo), 14-8, $3,500; 3) **Gavin Brady** (NZL/Oracle BMW Racing), 1-8, $3,000; 4) **Peter Gilmour** (AUS/Pizza-La Sailing Team), 17-5, $2,500; 5) **Kelvin Harrap** (NZL, Team New Zealand), 10-8, $2,500; 6) **Jes Gram-Hansen** (DEN), 10-8, $2,000; 7) **Scott Dickson** (USA), 7-11, $1,750; 8) **Mattias Rahm** (SWE), 6-12, $1,500; 9) **Cameron Apple** (NZL), 6-12, $1,250; 10) **Allan Coutts** (NZL), 0-18, $1,000.

SWEDISH MATCH STANDINGS — 1) Peter Gilmour, 77 points; 2) Magnus Holmberg (SWE), 45; 3) Jesper Radich (DEN), 35; 4) Gavin Brady, 30; 5) Ed Baird, 25; 6) Dean Barker (NZL), 24; 7) (tie) Jesper Bank (DEN), Chris Dickson (NZL), Terry Hutchinson, Kelvin Harrap, 20 points. (after 4 of 8 events)

Box Scores

The racing season is upon us! We go from struggling to fill these pages in the winter, to too much to possibly cover in the summer. Hence, *Box Scores* is back in a big way.

BIG DINGHY REGATTA (RYC; April 3-4):

EL TORO, SR — 1) Fred Paxton, 8 points; 2) Dave Vickland, 14; 3) Gordie Nash, 14. (8 boats)

SNIPE — 1) David & Susan Odell, 5 points; 2) Joseph Harvard/'Adrianna', 13. (6 boats)

BYTE — 1) Trish Moratorio, 6 points; 2) Dan Roberts, 10; 3) Dan Ouellet, 11. (9 boats)

SUNFISH — 1) Bob Cronin, 7 points. (3 boats)

LASER — 1) Perry Clark, 8 points; 2) Simon Bell, 13; 3) Henry Nieuwstad, 17; 4) Vladimir Butenko, 28; 5) Brian Malouf, 28. (16 boats)

INTERNATIONAL 14 — 1) Kirk Twardowski/Jim Margeson, 8 points. (3 boats)

WYLIE WABBIT — 1) Greg Byrne/Simon Winer/Yokum Johnson, 3 points; 2) Kim Desenberg/John Groen/Sylvaine Guille, 12; 3) Pete & Angie Rowland/Brook Deeds, 12. (9 boats)

DAY SAILER — 1) Steve Lowry/Eric Beckman, 4 points; 2) Bill Fiock/'Chris', 5; 3) Eduardo Grisetti/Chuck Wilson, 9. (10 boats)

OPEN — 1) Fred Chandler/Ron Snetsinger/Anatasia Debeck, Lightning, 3 points; 2) Michael & Dick Brewer/Dave Anderson, Lightning, 4. (4 boats)

Full results — *www.richmondyc.org*

42nd AÑO NUEVO (MPYC; March 27):

DIVISION I (63.8 miles) — 1) **Scorpio**, Wylie 42, John Siegel; 2) **Heartbeat**, Wylie 46, Lou Pambianco; 3) **Allure**, SC 52, Chuck Jacobson; 4) **Natazak**, SC 52, Steve Williams; 5) **Bustin' Loose**, Sydney 38, Pulford/Gamble. (11 boats; 2 DNF)

DIV. II (29.5 miles) — 1) **Krash**, Santana 22, Ron Baxter. (2 boats)

Winning crew (*Scorpio*) — John Siegel, Homer Lighthall, GW Grigg, Geoff McDonald; Toby Cooper; John Buchanan; Malcolm Brown, Rick Linkemyer, Larry Peterson, Drew Purcell.

J/105 OCEAN RACE (StFYC; Apr. 3):

1) **Advantage 3**, Pat & Will Benedict; 2) **Alchemy**, Walter Sanford/Tom Struttman; 3) **Aquavit**, Tim Russell; 4) **Cuchulainn**, Brian Mullen; 5) **Wind Dance**, Littfin/Pugh; 6) **Tiburon**, Steve Stroub; 7) **Wonder**, Kennelly/Dines; 8) Walloping Swede, Tom Kassberg; 9) **Good Timin'**, Perkins/Wilson; 10) **Natural Blonde**, Lambert Thom. (26 boats; 2 DNF)

Winning crew — Will Benedict (skipper), Pat Benedict (tactician), Steve Farrell, John Hayes, William Smith.



RICH ROBERTS

Bumper cars — Gavin Brady (right) draws a foul against fellow Kiwi Cameron Appleton on day two of the Congressional Cup.

Full results — *www.stfyc.com*

SPRING FORWARD (SBYC; Apr. 3; 2 races):

PHRF I (< 145) — 1) **Bay Loon**, J/29, Joe Ferrie, 4 points; 2) **Jitterbug**, J/105, Joe Wells, 4; 3) **Moray**, 11:Metre, Mark Hecht, 6; 4) **007**, J/105, Bruce Blackie, 7; 5) **Savoir Faire**, Beneteau 42, Paul

THE RACING

Osborn, 9. (11 boats)

SF-30s — 1) **Jeannette**, Tartan Ten, Henry King, 3 points; 2) **Tortuga**, Santana 30/30, Steve Hutchison, 4; 3) **Jane Doe**, Olson 911-S, Bob Izmirian, 6. (7 boats)

PHRF II (> 144) — 1) **Goose**, Catalina 30, Mike Kastrop, 3 points; 2) **Jam Jam**, J/24, Neil Ruxton, 5; 3) **Abra**, Jeanneau 32, Bob Tubull, 5. (8 boats)

Full results — *www.southbeach-yc.org*

CAMELLIA CUP (FLYC; 4/3-4; 5 races):

SANTANA 20 — 1) Charles Witcher, 5 points; 2) Lance Purdy, 8; 3) Aaron Lee, 10; 4) Jim Coyne, 13; 5) Paul Stephens, 19. (12 boats)

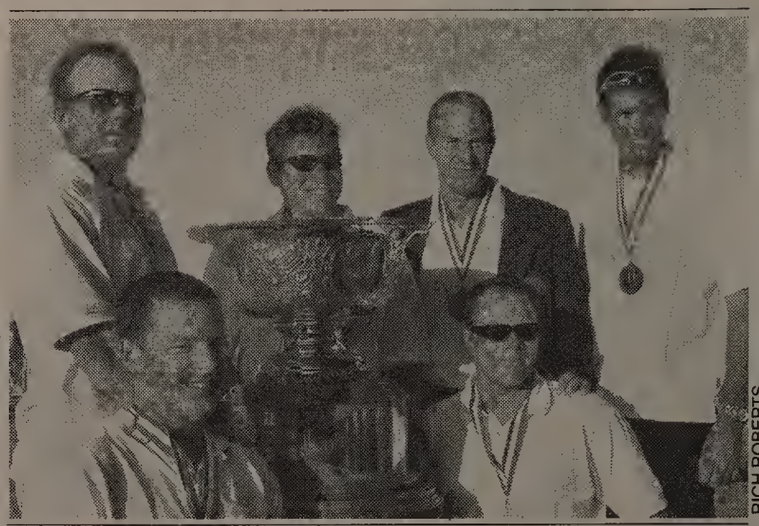
BANSHEE — 1) Craig Lee, 4 points; 2) Steve Galeria, 11; 3) Jerry Beaver, 13. (7 boats)

MULTIHULL — 1) Tim Parsons, Hobie 18 Tiger, 9 points; 2) Jacob Sailer, Hobie 20, 14 points; 3) Eric Poulsen, Taipan 16, 15; 4) Jim Sajdak, Hobie 16, 16; 5) Peter Schulz, Prindle 18.2, 18. (11 boats)

OPEN KEEL RED — 1) Gene Novak, Santana 525, 7 points; 2) Steve Fargo, B-25, 8; 3) Donald Brown, Capri 25, 9. (7 boats)

OPEN KEEL BLUE — 1) Tom Page, Catalina 22, 4 points; 2) Rick Wilson, Catalina 22, 9; 3) Michael Rayfuse, Catalina 22, 10. (6 boats)

CRUISER — 1) Carl DeWing, Catalina 250, 4 points; 2) Chuck Herman, Catalina 25, 8; 3) Dave Strain, Beneteau 235, 10. (7 boats)



RICH ROBERTS

Ed Baird, sporting his natty new Crimson Blazer, and Team Musto with the Congo Cup.

CORONADO 15 — 1) Dave Rumbaugh, 4 points; 2) Ryan Schofield, 11. (6 boats)

CAMELLIA CUP — *20/20*, Santana 20 — Charles Witcher, Sherron Hart, Charlie Hess (for the seventh time!)

Full results — *www.flyc.org*

INTERNATIONAL ROLEX REGATTA (3/26-28):

BIG BOATS (over 50 feet) — 1) **Titan**, R/P 75, PUR, 5 points; 2) **Rosebud**, R/P TP-52, USA, 10; 3) **Flirt**, Corby Custom, GBR, 13. (7 boats)

SPINNAKER I — 1) **Caccia Alla Volpe**, Vallicelli Custom, ITA, 6 points; 2) **Cosmic Warlord**, Express 37, USA, 11; 3) **Umakua**, J/105, PUR, 12. (7 boats)

SPINNAKER II — 1) **J-Bird**, Olson 30, USA, 7 points; 2) **Lost Horizon II**, Olson 30, ANT, 9; 3) **Magnificent 7**, J/27, ISV, 16. (15 boats)

RACER/CRUISER I — 1) **Team Atlantic**, Farr 65, GBR, 4 points; 2) **Lazy Dog**, Beneteau 40.7, PUR, 10; 3) **Pipe Dream**, Sirena 38, IVB, 11. (9 boats)

RACER/CRUISER II — 1) **Trouble**, Six Meter, ANT, 5 points; 2) **Dehlerious**, Dehler 34, IVB, 7. (6 boats)

NON-SPINNY — 1) **Wildflower**, Sabre 402, USA, 7 points; 2) **Affinity**, Swan 48, USA, 7; **Nemesis**, Hunter 42, unknown, 12. (15 boats)

IC-24 — 1) **Brand New Second Hand**, ISV, 29 points; 2) **Seahawk**, IVB, 32; 3) **Old & Gray**, 33. (14 boats)

J/24 — 1) **Orion/Coors Light**, PUR, 4 points; 2) **XX Tu**, PUR, 9. (6 boats)

BEACH CATS — 1) **Moviestar/Suzuki/Red Bull**, Hobie Tiger, 5 points; 2) **Exodus/Ensysa**, Hobie 16, 13; 3) **HF Mortgage Bankers**, Hobie Tiger, 15. (10 boats)

(4 races; no throwouts; *www.rolexcupregatta.com*)

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Vessel	Type	Skipper	Hometown	PCR	Corr. Hrs
Maverick II	Elliot 45	Brian Petersen	Helensville, NZ	-45	-26.50
Dog Bark	Custom 60	Al Hughes	Seattle, WA	–	–
Surfinn	J/90	Ryan Finn	New Orleans, LA	48	28.27
Rusalka	SC 40	Erik Schwartz	Bath, ME	63	37.10
Alchera	J/120	Mark Deppe	Alamo	65	38.28
Tiger Beetle	N/M 45	Rob MacFarlane	Alameda	65	38.28
Joe	Hunter 54	Joe Beazel	San Jose	–	–
Koinonia	J/35	James Graul	San Francisco	96	56.53
Zapped	J/33	James Tallet	Seattle, WA	–	–
Prankster	Olson 30	Frank Ross	Anaheim	96	56.53
Wenlemir	Swan 47	Wen Lin	Tiburon	102	60.07
Kalen	Waterline 45	Steve Saul	Mill Valley	122	71.84
Audacious	Peterson One Ton	Carlton Eshelman	Fairfax	138	81.27
Wisdom	Santana 3030	Alan Hebert	Menlo Park	138	81.27
Starbuck	Blacksoo 30	Greg Nelsen	Oakland	139	81.86
Cookie Jar	Moore 24	George McKay	Foster City	152	89.51
Moore Havoc	Moore 24	Mark Moore	Sausalito	152	89.51
Color Blind	Moore 24	Greg Morris	Foster City	152	89.51
Koodori	Yamaha 33	John Swenson	Mill Valley	–	–
Alegria	Camper Nicholson 35	Jim Teipen	Alamo	177	104.23
Sail a Vie	Ericson 30	Phil MacFarlane	San Mateo	180	106.00
Ergo	Ericson 35	Bill Merrick	Sausalito	186	109.53
Harrier	Finn Flyer 31	Ken Roper	Loryon, VA	192	113.07
Hesperus	Kirby 23	Paul Woodward	Bothell, WA	–	–
Miss Laney	Ericson 30+	Daniel Alvarez	Pleasanton	201	118.37
Islander	Bristol 34	Barbara Euser	San Rafael	206	121.31
Tan Tsin	Pacific 30	Steve Hocking	Sausalito	219	128.97
Haulback	Spencer 35	Jim Kellam	Delta, BC Canada	231	136.03

(As of April 24; race starts June 26)

OLYMPIC CLASSES REGATTA (ABYC; 3/26-28):

LASER — 1) Andrew Lewis, 11 points; 2) John Romanko, 34; 3) Chuck Tripp, 62; 4) Timothy Pitts, 63; 5) Karl Campbell, 65; 6) Chris Raab, 65; 7) Vann Wilson, 70; 8) Andrew Casey, 75; 9) Peter Drasnin, 77; 10) Andrew Vance, 90. (31 boats)

LASER RADIAL — 1) Geoffrey Beck, 15 points; 2) Kevin Grierson, 24; 3) Jake Sorosky, 25. (10 boats)

EUROPE — 1) Jennifer Spaulding, 12 points; 2) Tanja Smutny, 17; 3) Brooke Campbell, 28. (7 boats)

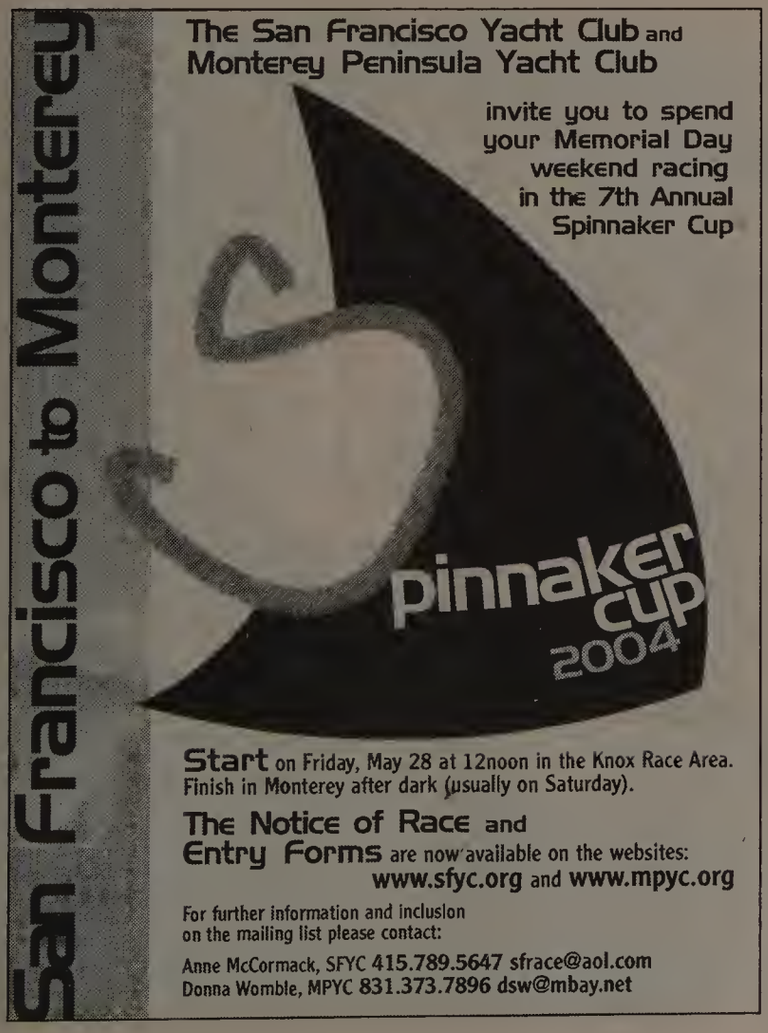
FINN — 1) Bob Carlen, 13 points. (3 boats)

(10 races; 1 throwout; *www.abyc.org*)

COLLEGE REGATTA (StFYC/Stanford; 4/10-11):

1) USC, 92 points; 2) Stanford, 103; 3) Univ. of Washington, 133; 4) UC Irvine, 141; 5) Univ. of Hawaii, 147; 6) UC Santa Barbara, 188; 7) Stanford Women, 227; 8) USC Women, 228; 9) Univ. of Hawaii Women, 243; 10) UC Santa Barbara Women, 254; 11) UC Irvine Women, 265; 12) UC Berkeley, 276; 13) Cal Maritime, 305; 14) UC San Diego, 377; 15) Portland State U, 386; 16) UCLA, 437; 17) Western Washington, 447; 18) Univ. of Oregon, 452; 19) CSU Monterey Bay, 465; 20) Notre Dame, 480; 21) UC Santa Cruz, 502; 22) Orange Coast College, 568; 23) CSU Northridge, 584; 24) Santa Clara Univ., 648. (13 races in both 'A' and 'B'; *www.stfyc.org*)

Winning team (USC) — Mikee Anderson/Vanessa Decollibus (Div. A), Harrison Turner/Lessa





Grunefelder (Div. B).

WHEELER REGATTA (Berkeley YC; 3/27):

DIV. A — 1) **Bodacious**, Farr One Ton, John Clauser, 2 points; 2) **Great Sensation**, 1D-35, Mario Yovkov, 4; 3) **Sweet Sensation**, 1D-35, Rodney Hagebols, 7. (8 boats)

115.5 RATERS — 1) **Dance Away**, Santana 35, Doug Storkovich, 2 points; 2) **Maguro**, Santana 35, Jack Feller, 6. (5 boats)

DIV. B — 1) **Jeannette**, Tartan Ten, Henry King, 2 points; 2) **Usagi**, Wabbit, Marceline Therrien, 4; 3) **Upstart**, SC 27, Richard Page, 7. (7 boats)

DIV. C — 1) **Synchronicity**, Olson 25, Stephen Smith, 2 points; 2) **Fast Freight**, Newport 30, Bob Harford. (5 boats)

DIV. D — 1) **Latin Lass**, Catalina 27, Bill Chapman, 2 points; 2) **Eurydice**, Catalina 30, George Biery, 4. (6 boats)

WHEELER (overall) — **Bodacious**.

BERKELEY (overall) — **Synchronicity**.

PURSUIT RACE (3/28) — 1) **Sensation**, 1D-35, Mario Yovkov; 2) **Bodacious**, Farr One Tonner, John Clauser; 3) **Sensational**, 1D-35, Gary Fanger; 4) **Great Sensation**, 1D-35, The Mystery Skipper; 5) **Jeannette**, Tartan Ten, Henry King; 6) **Sweet Sensation**, 1D-35, Rodney Hagebols; 7) **1st Impression**, SC 27, Rick Gio; 8) **Raptor**, J/35, Jim Hoey. (33 boats)

ELVSTRÖM REGATTA (StFYC; Apr. 17-18):

29er — 1) Marcus Bernal/John Goldsberry, 5 points; 2) John & Paul Heineken, 9. (4 boats)

FORMULA WINDSURFING — 1) Steve Bodner, 7 points; 2) Al Mirel, 8. (5 boards)

FINN — 1) Henry Sprague, 7 points; 2) Bradley Niewstad, 15; 3) Louie Nady, 20. (8 boats)

LASER — 1) Vann Wilson, 8 points; 2) Tracy Usher, 10; 3) Chris Boome, 16; 4) Simon Bell, 23; 5) Vlad Butenko, 35; 6) Walt Spevak, 38. (12 boats)

LASER RADIAL — 1) Jim Christopher, 6 points; 2) Ryan Fenchel, 12. (4 boats)

(7 races; 1 throwout; *www.stfyc.org*)

ALAMEDA INTERCLUB #1 (IYC; Apr. 3):

FLEET 1 (< 174) — 1) **Uno**, WylieCat 30, Steve Wonner. (2 boats)

FLEET II (Fat 30s) — 1) **Spindrifter**, Tartan 30, Paul Skabo. (3 boats)

FLEET III (Catalina 34) — 1) **Mottley**, Chris Owen; 2) **Casino**, Bill Eddy. (6 boats)

FLEET IV (> 186) — 1) **Lone Ranger**, Ranger 26, Ken Viaggi. (2 boats)

FLEET V (non-spinny) — 1) **Diana**, Islander 36, Steve Zevanove; 2) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 3) **Peddler**, Catalina 27, Norm Rehm. (8 boats)

Full results — *www.oaklandyachtclub.com*

SBYRA SUMMER #1 (CPYC; Apr. 17; 11.4 nm):

SPINNAKER — 1) **Summertime**, International Folkboat, Luther Izmiria; 2) **Windwalker**, Jeanneau 36, Jim Benson; 3) **Fermanagh**, O'Day 34, Frank Johnson; 4) **Ada Helen**, Catalina 36, Joe Pratt; 5) **Spirit**, Cal 20, Vince Swerkes. (11 boats)

NON-SPINNAKER — 1) **Far Better Thing**, Ericson 30+, Charles McArthur; 2) **Dolphin**, Cal 2-30, Robert Young; 3) **Chiquita 2.0**, Catalina 36-TM, Hank Schade. (7 boats)

Full results — *http://home.comcast.net/~sbyra*

SPRING ONE DESIGN #1 (SCYC; Apr. 17):

OLSON 30 — 1) **Capital Affair**, John Buchanan, 2 points; 2) **Warpath**, Borastan/Gilliam, 5. (4 boats)

SC 27 — 1) **Racer X**, M. Schipper, 2 points; 2) **Hanalei**, Neaf/Schuyler, 6; 3) **Sumo**, Cassady/Livingston, 6. (8 boats)

MELGES 24 — 1) **Sofa King Fast**, Gripenstraw/Bassano, 2 points. (3 boats)

MOORE 24 — 1) **Una Mas**, Larry Peterson, 2 points; 2) **Wildfire**, Howard Ruderman, 4. (5 boats)

SANTANA 22 — 1) **Tara**, Oscar Pritchard, 2 points; 2) **Insanity Cruz**, M. Langer, 4; 3) **Azor**, C. Murray, 8. (7 boats)

SPRING SCORE/DDB #1 (SCYC; Apr. 18):

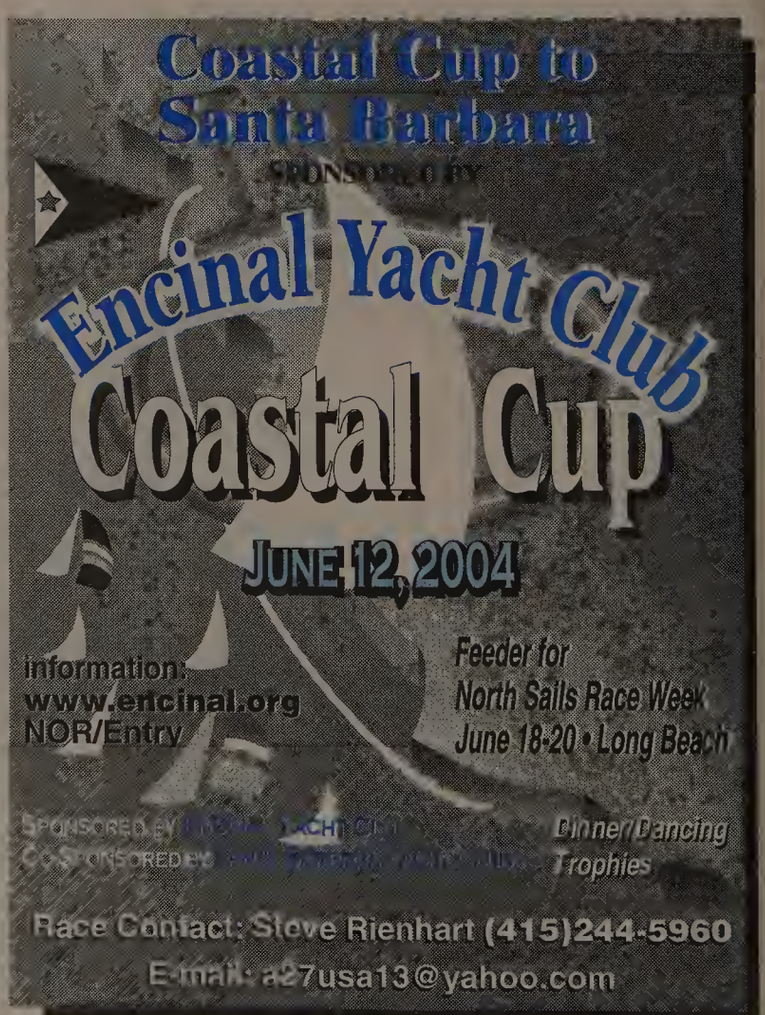
SCORE — 1) **Sweet Jane**, J/90, Trevor Baylis; 2) **Heartbeat**, Wylie 46 Lou Pambianco; 3) **Absolute 02**, Sydney 38, Langer/Stimson/MacBeth. (7 boats)

DOUBLEHANDED — 1) **Gangrene**, Moore 24, Dan Nitake; 2) **Wildfire**, Moore 24, Howard Ruderman. (4 boats)

AHMANSON REGATTA (NHYC; 4/17-18; 5 races):

J/105 — 1) **Bold Forbes**, Ed Cummings/Jack





Franco, 11 points; 2) **Mischief**, David Levy, 22; 3) **Wings**, Dennis Case, 23; 4) **Flambuoyant**, The Flams, 24; 5) **Ancara**, Scott Mason, 29. (19 boats)

SCHOCK 35 — 1) **Whiplash**, Ray Godwin, 7 points; 2) **Ripple**, Jeff Janov, 15; 3) **Piranha**, David Voss. (12 boats)

J/109 — 1) **Blue Star**, Charlie Haugk. (4 boats)

PHRF-A — 1) **Chayah**, 1D-48, Krinsky/Johnson, 8 points; 2) **It's OK!**, 1D-48, Beery/Rose, 8; 3) **Persephone**, Farr 40, Jack Woodhull, 9. (6 boats)

PHRF-B — 1) **Braveheart**, J/130, Lance McCabe, 6 points; 2) **Amante**, Choate 48, 9. (6 boats)

PHRF-C — 1) **Cuvee Caliente**, Mumm 30, Mahaffey Family, 4 points; 2) **Willpower**, unknown, Kim Ingram, 9. (6 boats)

Full results — *www.nhyc.org*

COLLEGE RANKINGS (as of April 13):

COED — 1) Georgetown; 2) Harvard; 3) Hobart/Wm. Smith; 4) **USC**; 5) St. Mary's; 6) Tufts; 7) Brown; 8) Dartmouth; 9) Charleston; 10) **Stanford**; 11) **UC Irvine**; 12) Boston College; 13) **Hawaii**; 14) Old Dominion; 15) Yale; 16) **Univ. of Washington**; 17) URI; 18) South Florida; 19) Navy; 20) Conn. College.



LATITUDE/ROB

One of the coolest things we saw at Sail Expo was this canting-keeled remote control boat — but at $2,300, we had to pass on it.

WOMEN — 1) Dartmouth; 2) Harvard; 3) Yale; 4) Charleston; 5) Old Dominion; 6) Georgetown; 7) Navy; 8) **Stanford**; 9) **USC**; 10) **Hawaii**; 11) St. Mary's; 12) Tufts; 13) Connecticut College; 14) **UC Santa Barbara**; 15) Eckerd.

Race Notes

Downhill racers: The first entry in Encinal YC's **S.F. to Santa Barbara Race** is *Showdown*, a SoCal IMX-38 owned by Mike Luna, Pete Meade and Paul McDonald. The 277-mile race, which is expected to attract over 50 boats this year, is scheduled to start on June 11 (cruisers) and June 12 (racers). The record — 28 hours, 29 minutes and 18 seconds, set by Shep Kett's SC 50 ***Octavia*** in 1997 — is a little soft (9.7-knot average) by maxi-sled standards and could easily be lowered if there is wind throughout the course. See *www.encinal.org* for the NOR and entry form.

Sale boats of the month: Walt Logan's pioneering Farr 40 ***Blue Chip*** is leaving the area, having been sold recently to Matthew Short of Australia. Hundreds of Bay Area sailors enjoyed racing on *Blue Chip* — especially on Friday nights, Logan was known for taking anyone and everyone sailing. Thanks for all the fun, Walt!. . . Delta denizen Pat Brown just sold his Schock 34 ***Cowabunga*** and is rumored to be shopping for a Melges 24. . . Another Deltaphile, 5.5 Meter sailor **John Notman**, bought the J/109 demo boat

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THE RACING SHEET

that Sail California displayed at Sail Expo. The 109s, we're told, are catching on quickly in SoCal, with about ten already sailing and five back-ordered.

San Diego J/Boat dealer Jeff Brown has sold the first two **J/65s**, the biggest J/Boat yet (notably, they are a departure from the spritpole set-up). **Peter Johnson** (*Maitri*, J/160) will get hull #1 in March in time for the TransPac, and **Jim Madden** (*Stark Raving Mad*, J/145) will take delivery of hull #2 on the East Coast next May.

Good news, bad news: Dick and Mary Compton's Andrews 77 ***Alchemy***, sailing with their Santa Barbara regulars (no pros), set another record last month in Anacapa YC's 75-mile race from Channel Islands Harbor to Newport (a feeder for the Ensenada Race). They finished the course in 4 hours, 45 minutes for an average speed of about 16 knots — with a top speed of 27.2 during the race! . . . Tahoe-based Protector dealer Ralph Silverman has reluctantly canceled his **11th Ski/Sail National Championship** on May 1-2, citing a serious lack of snow. "Ski/Sail will come back strong next year," he vowed. "We'll move the event back up into April, so this doesn't happen again."

Super entertainment: According to organizer John Super, the inaugural **South Bay Match Race Challenge**, a joint effort between Bay View BC and South Beach YC on April 17, was all kinds of fun. Five pairs of boats — two Santana 22s, Olson 30s, 11:Meters, J/29s and, oddly, a mixed PHRF set — competed in the windy event. From all reports, it wasn't exactly the Congressional Cup, as both the racers and the race committee were apparently somewhat dazed and confused by the proceedings. "Even though they weren't very clear on the concept, I think everyone enjoyed the event," claimed chief umpire **Tom Roberts**. Added Super, "It was a major hoot! I hope other clubs pick up on beer can match racing."

Fast women: Liz Baylis' **San Francisco Women's Match Racing Team** is training hard for the 2004 ISAF Women's Match Racing Worlds in Annapolis this June. Baylis, trimmer Karina Shelton and bow woman Aimee Hess have added a new tactician to their line-up (2000 Olympic Silver medalist and Rolex Yachtswoman of the Year **Pease Glaser**), a new coach (former Olympic match racer Jeff Madrigali), and are in the midst of a big fundraising drive (checks may be made out to "The Belvedere Cove Foundation," noting SFWMRT). "Our new team is meshing well," said Liz. "We've got a rigorous racing and training schedule coming up, including a regatta in Spain next week."

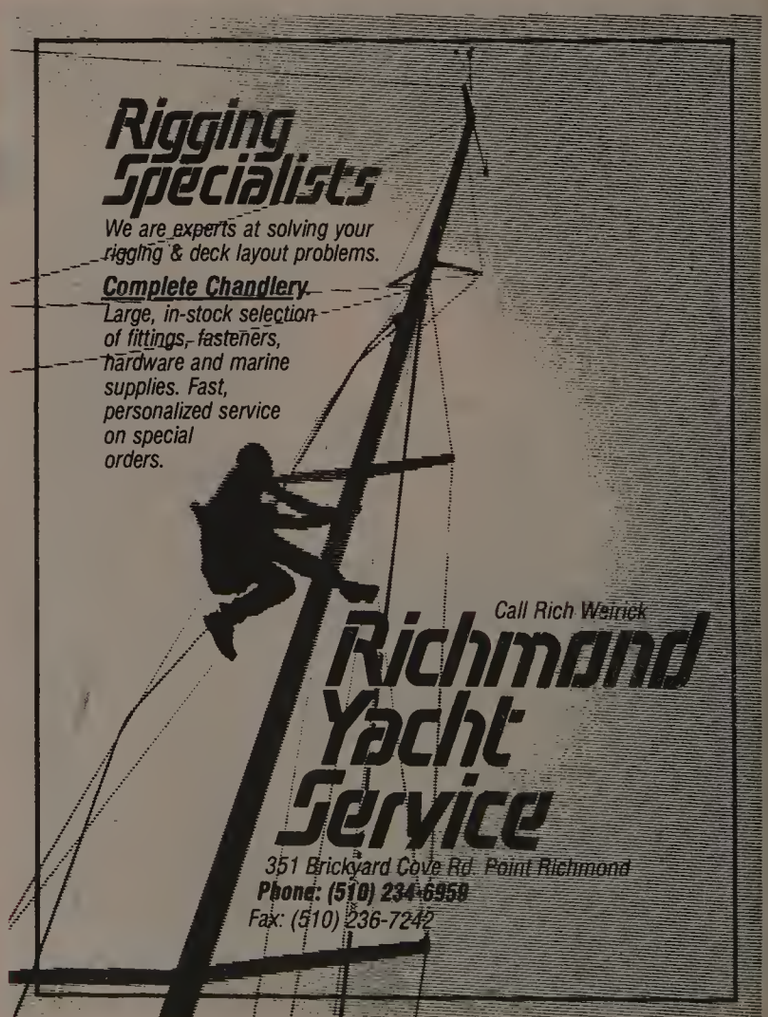
Surf sites: The **57th Ensenada Race**, held on April 23-24, is history now. Check out *www.nosa.org* to see who won. . . The **Lightship Race**, the OYRA season opener, was held on April 24. Results are posted at *www.yra.org*. . . **Antigua Sailing Week** (April 25-May 1) is just ending — pictures and results can be found at *www.sailingweek.com*. . . On May 1-2, the weekend this issue hits the docks, the **Yachting Cup** will take place in San Diego (*www.sdyc.org*) and the **104th Vallejo Race** (*www.yra.org*) will entertain Bay Area sailors.

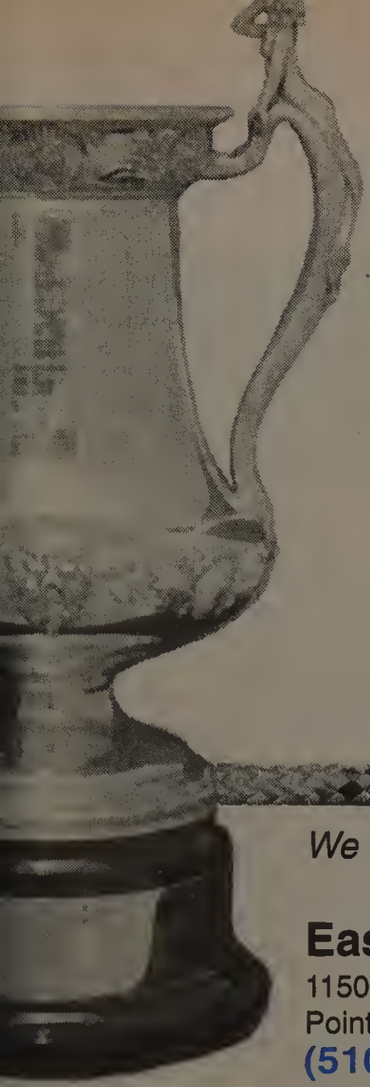
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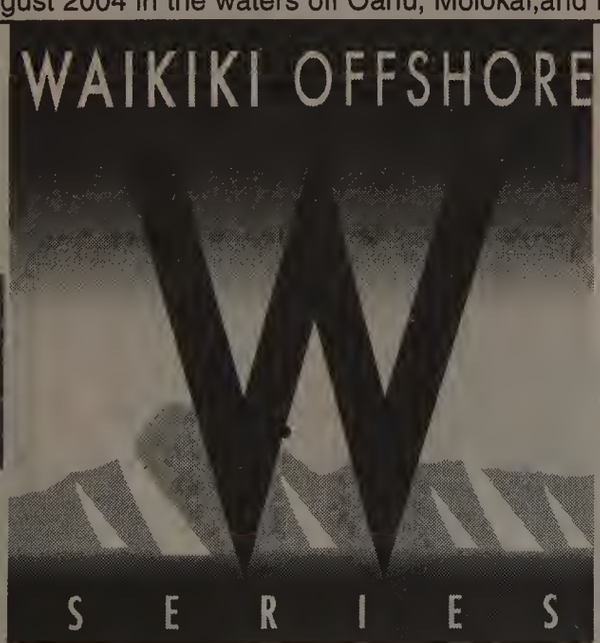
The Waikiki Yacht Club invites all boat owners to enter the new Waikiki Inshore and Offshore Series to be sailed July and August 2004 in the waters off Oahu, Molokai,and Maui, Hawaii.

The Waikiki Inshore Series is designed for inshore one designs and will include Melges 24 and J-24 starts along with PHRF and Americap II classes. The regatta includes four windward leeward races off Waikiki and a race to Kokohead and back.



Waikiki Yacht Club
1599 Ala Moana blvd.
Honolulu, HI 96814
808-955-4405 Fax: 941-5026

For more information on both regattas including the NOR & entry forms
www.waikikioffshores.com

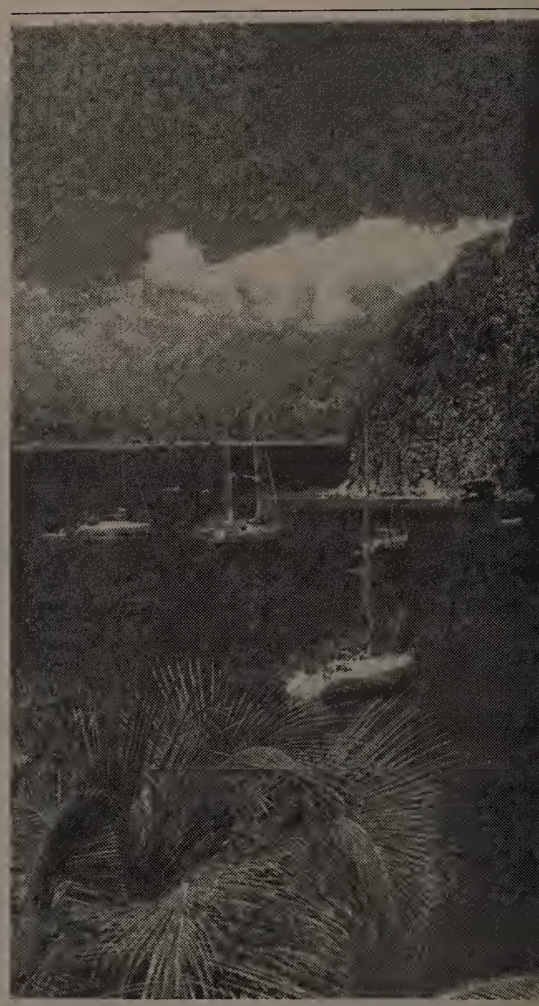


The Waikiki Offshore Series is designed to bring back the best of the Kenwood Cup. The famous Molokai race will be run with the same start area and turning mark off Maui. The 60 mile medium distance race is to Makapuu point, down to Barbers Point and finish off Waikiki. The six windward leeward races will test your boat and crew racing in Hawaii's famous tradewinds. All Offshore one design, PHRF and Americap rated boats are invited. A canting keel class is available.

BACARDI. ESTD 1862

Regatta Chair
Commodore Steve Thomas
setusa143@aol.com
www.waikikioffshores.com

With a report on ***Chartering Basics for the Uninitiated****, a special report from Sail Expo on* ***What's New in the Bareboat Biz****, and miscellaneous* ***Charter Notes****.*



Chartering '101' — A Rent-A-Boat Primer for Neophytes

Sometimes it takes an out-of-the-ordinary experience to jog your sense of perspective. That's exactly what happened to us last month as we mingled with the masses at the five-day Sail Expo boat show at Oakland's Jack London Square. In addition to oohing and aahing at all the cool new boats and gear, we chatted with dozens of local sailors.

At one extreme were salty circumnavigators who could tie a bowline with two fingers while hanging upside down from the masthead in the dark, and pro sailors who earn big bucks racing multi-million-dollar yachts in exotic venues all over the world. At the other end of the spectrum, though, we met lots of folks who have just recently gotten into sailing — or would like to.

Talking with them, we realized that while we have been fortunate enough to take charter trips regularly for years, there are a lot of sailors within *Latitude*'s readership who have never experienced the pleasures of a sailing vacation — on either a bareboat or a crewed yacht. Some of those folks seemed a bit intimidated or baffled about how such trips are arranged and what skills they'd need to be eligible to charter. If this sounds like you, you've come to the right place. In these pages we'll give you insights which will hopefully help you plan and successfully execute a fun and fulfilling sailing getaway.

Marmaris is the most popular jumping off point for charters along Turkey's Turquoise Coast. Ancient relics are everywhere.



COURTESY KIRIAKOULIS YACHT CHARTERS

The Big Picture — The worldwide charter market includes all types of vessels for hire, including lavishly-appointed crewed yachts, vintage sail-training vessels and sail-it-yourself bareboats — most popular with *Latitude* readers. Some can even be booked by the berth or cabin, rather than having to book a whole boat.

If all this is new to you, our first suggestion is that you ask yourself a few key questions which will help you home in on where you should charter, whom you should bring along and what style of chartering is most appropriate XXX to your budget and your sailing experience.

Where to Charter — First, close your eyes and picture yourself at the wheel of a sleek, late-model sailboat, gliding along on a gentle breeze with your lover or best friend beside you. Before you lose that image, look in the background. Do you see turquoise water and white sand beaches or tall pine trees and waterfalls? In other words, when you fantasize about sailing in exotic places, are they tropical or temperate? Are you one of those Northern Californians who simply can't get enough sizzling sunshine, or do you prefer milder climates? As the accompanying box indicates, on this watery planet of ours there are well-run charter bases throughout the tropics as well as in many temperate regions.

A related question is: How important is 'quality sailing' to your overall charter picture. If you value sweet sailing on steady, reliable trade winds above all else — regardless of shoreside cultural attractions — that will narrow the possibilities substantially. South Pacific or Eastern Caribbean venues may be your best bets. As you contemplate these issues, jot your thoughts down so you can later explain your criteria clearly to a charter broker.

Whom to Bring Along — Before you settle on a charter destination, you'll need to think about whom you'll bring along with you. If it's just going to be you and your better half, or another like-minded soul with similar interests, no worries. But if you're thinking of bringing along your in-laws or the gang from the office, you'd better be absolutely sure everyone is on the same page in terms of their interests.

For example, nature lovers adore sailing Mexico's Sea of Cortez, but once you leave the charter base at La Paz, there is

Prime Yacht Chartering Venues Worldwide

In the Americas:
• Hawaii • Alaska
• San Juan and Gulf Islands
• California Coast • Chesapeake Bay
• Western Florida • Maine
• Mexico's Sea of Cortez • Belize
• Islands of the Eastern Caribbean

Overseas:
• Seychelles • Thailand • Malaysia
• Australia's Whitsunday Islands • New Zealand • New Caledonia • Fiji • Tonga
• Tahiti • British Isles • Scandinavia
• French Riviera • Corsica • Sardinia
• Italian Coast and Islands
• Spain's Balearic Islands
• Greece/Turkey • Croatia

OF CHARTERING



COURTESY SUNSAIL

Sunny skies and brilliant blue water are trademarks of the Eastern Caribbean. Here, in the French West Indies, life is sweet.

virtually no civilization — no shopping, no restaurants, no nightlife, no nuttin' except an abundant population of fish, marine mammals and seabirds in an unspoiled wonderland of uninhabited islands and raw, desert coastline. Likewise, history buffs love vacationing in Greece and Turkey because of their centuries-old cultures and fabulous antiquities. But if your group is more interested in snorkeling 'til their fingers turn to 'prunes' and toasting the sunset with rum-laden libations, then the islands of Belize or the Eastern Caribbean would be a better bet.

Apart from individual interests, it is essential when recruiting crew that you pick easy-going folks who can maintain an upbeat attitude even when things don't go exactly as planned due to flight delays, weather or breakdowns. (Veteran charterers can appreciate the wisdom of that old Caribbean adage: "Shit happens.") It's not enough that a potential boatmate A) once sailed to Hawaii on a Hobie Cat, B) looks great in a bikini or C) is the life of the office Christmas party.

You're going to spend a good deal of money to make this trip so that you can finally relax and have some fun, and you don't want some whiner, grump or megabitch ruining the whole thing with their bad attitude — it only takes one.

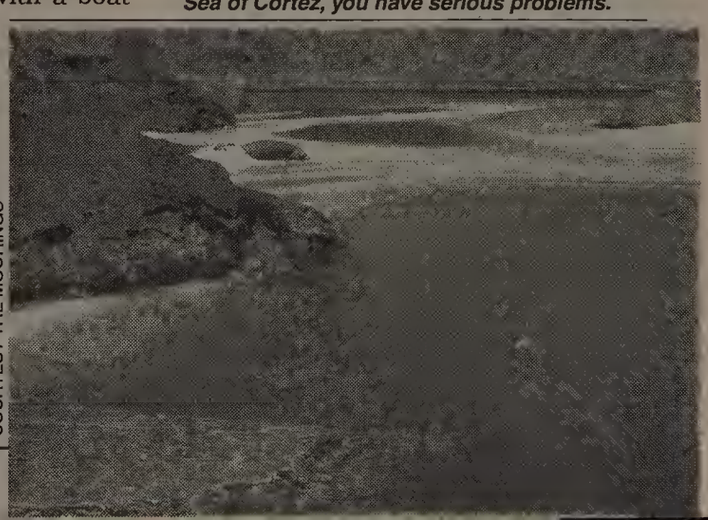
Know Your Limitations — Similarly, you don't want to get in over your head in terms of the demands on your skills. Even if you can bluff some unsuspecting charter broker into letting you rent a boat that's 20 feet longer than anything you've ever sailed before, do you really want to put yourself under that kind of pressure? In order to maximize relaxation and fun, and minimize worry and stress, our advice is to go with a boat size that you're already comfortable with. You should have absolute confidence in your abilities and strength to safely sail it, anchor it and shoehorn it into a slip. Catamarans are an exception. Since most charterers *do not* have experience on large cats, you will generally be allowed to charter a cat as large as the monohulls on your sailing resumé. Speaking of your resumé, you *do not* have to have earned any type of certification or license in order to charter. A resumé detailing solid skippering experience is adequate. That said, accredited Bareboat Charter courses are an ideal way to be sure you are fully prepared for all aspects of the chartering, including reefing, anchoring and navigation.

Big boats with big crews can be loads of fun — especially if you're a party animal, but some folks, especially couples or families with small kids, prefer the intimacy of a smaller boat. Be aware that in many areas boats under 35 feet are few and far between, so you'll want to book far in advance. Actually, in virtually every chartering venue, the 'early bird' generally gets the best boat. So we urge you to always lock in reservations as far in advance as possible regardless of what type of boat you are after.

Booking by the Berth — If you don't own a boat and haven't had much experience skippering, there are still plenty of chartering options. Many Bay Area sailing schools (most refer to themselves as clubs) offer book-by-the-berth overseas sailing trips to club members and outsiders alike. Such programs typically involve 3 to 10 boats sailing in tandem, or at least meeting up occasionally, and they often include accredited hands-on instruction. Similarly, most large international charter outfits offer summer flotillas in the Aegean and year-round flotillas in the Eastern Caribbean. Needless to say, such programs are also ideal if your vacation budget is stretched or if your sailing buddies can't get away during your alotted vacation time.

A related charter option is joining a classic schooner or square rigger for a

Talk about getting away from the rat race. . . If you can't chill out in the solitude of Mexico's Sea of Cortez, you have serious problems.



COURTESY THE MOORINGS

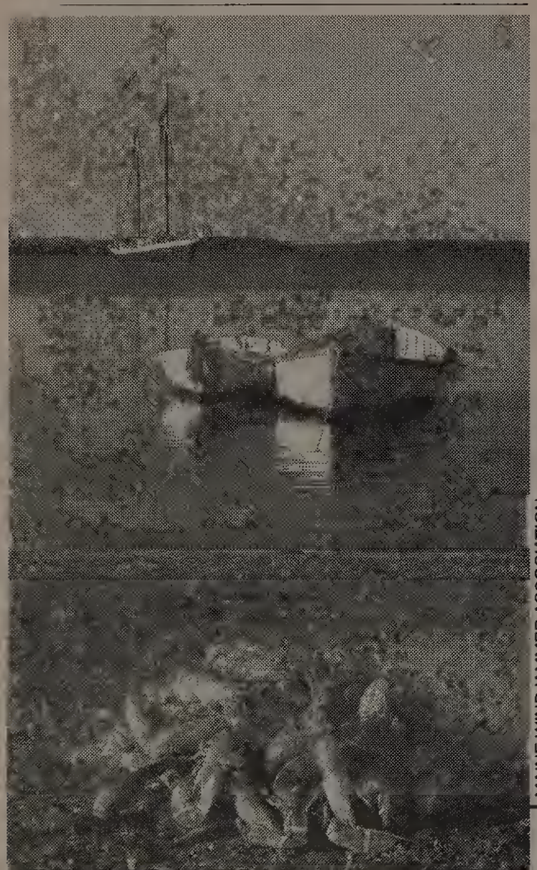
working cruise. A dozen 'Windjammers' in Maine offer such programs to folks of all ages, as does the former San Francisco pilot schooner *Zodiac* up in the Pacific Northwest. Similar international programs aboard schooners and tall ships can be found via the Internet, although many are focused on sail training for youth.

Finally, if your significant other is luke warm about all this due to a perceived lack of creature comforts, consider the realm of crewed yacht chartering. With pricing that begins around $1,200 per week per person (and on up to the moon), you'll have the pampering service of a professional crew, plus more luxurious accommodations than a bareboat, and you'll never have to wash a dish or make your own cocktail.

Many West Coast sailors are already well aware of the pleasures of chartering — in fact, many of them tell us those trips are the highlight of their year. If you haven't yet been initiated, we strongly urge you to order some brochures, shanghai a fun-loving crew and give it a try. We can pretty much guarantee that you'll be glad you did.

— *latitude/aet*

When chartering aboard schooners in 'Downeast Maine', a traditional lobster bake is always on the itinerary.



MAINE WINDJAMMER ASSOCIATION

What's New in the Charter Biz?

Last month's Sail Expo boat show seemed to have attractions to suit the needs of every sailor — great discounts on the latest gear, late-model boats to drool over and highly-informative seminars. But for chartering aficionados, one of the coolest things about Expo was being able to meet face to face with chartering experts from a variety of firms — and pick their brains about the sailing venues on your wish list.

If you missed that opportunity, we'll share some of the insights that we gleaned while roving from booth to booth asking the question, "So what's new?"



Can Tim really play that yuke? We're not sure, but he certainly knows about the BVI, Grenadines and Belize.



ALL PHOTOS LATITUDE / ANDY

In addition to the line of catamarans he represents, Mark Wakeman is now the U.S. agent for the huge Kiriacoulis firm.

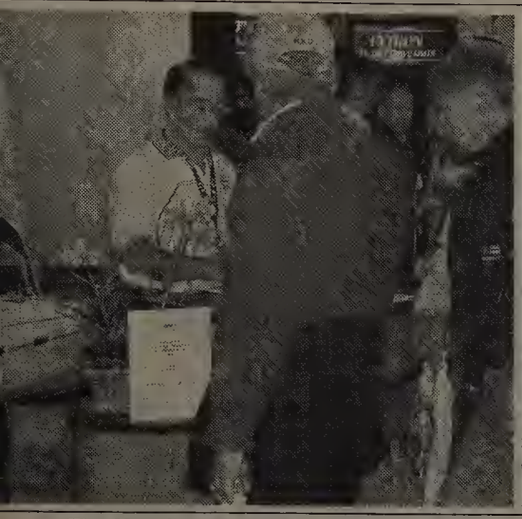
Longtime charter rep Mark Wakeman is a familiar face at Expo, as his company, Go Cats, markets primarily catamarans all over the world. Mark's pool of products has recently increased exponentially, however, as he is now the exclusive U.S. rep for Kiriacoulis Yacht Charters, a long-established Greek firm that's well known in Europe, but little known in North America. With bases in Greece, Turkey, Italy, France and two bases in the Caribbean, Kiriacoulis is actually the third largest bareboat chartering outfit in the world (behind Sunsail and The Moorings).

One enticement to give this company a try is pricing. Mark explains, "Because they wanted to be attractive to the American market, the exchange rate Kiriacoulis used to construct their 2004 rate card is *very* favorable. People have started to perceive Europe as an expensive place to go, but these prices are cheaper than in the Caribbean." The company's cats are all from Fountaine-Pajot, while most of their monohulls are nicely-appointed, German-built Bavarias.

Sunsail had a veritable army of charter specialists on hand to answer specific questions about their venues all over the world. In talking with Christine DeSimone from the U.S. office in Annapolis we learned that Sunsail is pushing hard to get your business. "We know that most people shop around when they charter, looking for the best deals. We're confident that our prices are usually lower, but if you come to us with a lower quote — assuming we're comparing 'apples to apples' — we'll beat it by 10%!"

Also worth noting is that Sunsail is offering 18 Mediterranean flotillas this summer, and has calendared a series of Reduced Sail Weeks, where rates are discounted by 15 to 25% based on slow weeks in past years. Being an all-sail magazine, we rarely expend ink on powerboats, but we have to admit, Sunsail's new Power Cats are pretty cool — especially for older sailors who no longer have the strength to grind winches, and for venues with light or variable winds. Appropriately, the company has placed power cats in Vancouver, the Chesapeake and Florida.

The Moorings booth was abuzz with curious charterers. Having pioneered the bareboat sailing industry decades ago,



The Moorings' booth was hoppin' with curious charterers who had varied interests.



Jason from the BVI's Bitter End Yacht Club didn't have a tough sell — everybody wants to go there!



Perla George of the BVI Tourist Board flew singer Foxy Callwood up to liven' up the crowd.



Paulette came down from Bellingham to showcase San Juan Sailing's six-day Learn 'N Cruise instructional charters.



As a group, Sunsail charter specialists shared specifics on their many bases and 'Clubs' around the world.

The Moorings' management has now also added poweryachts — both monohull and multihull — to their product line.

Due to their long list of bases all over the world, their reps were talking nonstop to customers when we dropped by. But we managed to have a nice long chat with Tim Horsman who'd recently sailed in Belize, one of the company's hottest properties these days. "It's a very popular destination, but people should realize that it is very, very remote. It doesn't have the infrastructure of the BVI and not very much in the way of aids to navigation, but what a beautiful, unspoiled place. The snorkeling was fantastic. One spot has huge walls of coral like cathedrals with huge schools of fish blowing through." Their base is at Placentia which lies a short hop south of Belize City. "I was kinda surprised to find that there's a lot going on there; lots of little resorts and restaurants. And there's also the option of taking a trip up the Monkey River with a local guide. Winding through the mangroves we felt like we were in a carnival ride. We hiked through the jungle, then later went to a place where manatees breed."

At the TMM booth we continued our education on Belize — it is one of the few charter destinations that no *Latitude* staffer has sailed in yet. Representative Tim Johnson explained that Belize is a year-round destination, but — much like the islands of the Eastern Caribbean — the very best months for sailing are probably December through March.

It tends to be a bit hotter and more humid in summer, and winds might be a bit less, but that's good for snorkeling and scuba diving. With the second largest barrier reef in the world, Belize has long been known as a prime dive destination. "Rendezvous diving (where a fully-equipped dive boat picks up divers at your boat) is easily available. You are allowed to go out to the reef in one of our boats, but only if you take along a local skipper, since navigating the reefs is difficult." (Cost is only $100/day.) Speaking of underwater attractions, we learned that fishing, spearfishing and taking lobster (during the summer season) is allowed in Belize, unlike in some Eastern Caribbean islands.

TMM, which was established back in the '80s, is still owned by founder Barney Crook, and has bases in the BVI, the Grenadines and Belize. Their fleet is strongly focused on cats, although they also offer some monohulls.

Many Pacific Northwest charter firms were conspicuously absent this year, but that worked to the advantage of San Juan Sailing, which reportedly took plenty of bookings. In addition to renting sail and power boats from their Bellingham, WA, base, this company does a booming business with their six-day Learn 'n' Cruise courses. As sailing school director Paulette Bergh explains, "I think the benefit of our program is that you get the cruising experience. You're living on board and you're using all the systems. We, of course, do all the points of sail, man overboard, reefing and all of that, but in addition — because you're living on board — you're also cooking on board, using the holding tanks, plotting your courses and checking tides every day. So by the time you've done that for a week, you've got your sea legs."

What else is new in the San Juans?

One notable improvement is that there are now more overnight mooring buoys in the marine parks than ever.

Our feet were sore and our voice was hoarse when we finally left Sail Expo, but we'd made lots of new friends and learned a helluva lot of new things about chartering worldwide.

— latitude/aet



The Summer Sailstice is a cool idea that is gaining momentum — such as at this Jeanneau roundup in the Pacific Northwest.

Charter Notes

Looks like we've backed ourselves into a corner this month, leaving little room for chartering tidbits. But we do have enough space to tell you about a very fun event this summer, which sailors everywhere can take part in, whether they are racing, pleasure sailing their own boat or chartering on the other side of the world.

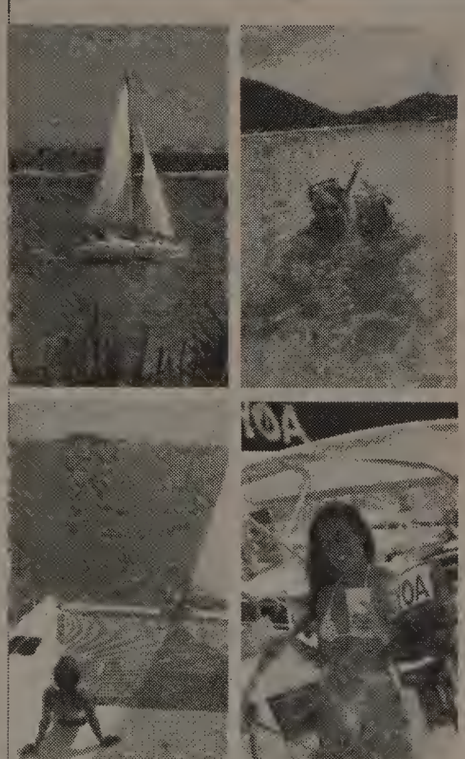
According to its Bay Area organizers, "**Summer Sailstice** is a new, global holiday celebrating sailing annually on the solstice, the **longest sailing day of the year**. You and your crew can participate in the fourth annual Summer Sailstice celebration by signing up on the web at ***www.summersailstice.com*** and become eligible to win great prizes." Make note that the **grand prize** this year is a **weeklong charter from The Moorings**!

The whole idea is to simply "meet up with friends and family and go sailing." Period. There are no rules, no fees, no regulations, no start time. . . "and no excuses not to go out and have fun."

In some charter venues special Summer Sailstice parties and events are planned, such as the annual celebration at the **BVI's Bitter End Yacht Club**.

So what's the date? That's a little tricky this year since it's a leap year. Apparently some sources fix it on Monday, **June 21**, while others place it on Sunday, **June 20** — more than likely that's the day most sailors will observe it. Organizers suggest that you. . . "make it a three-day weekend and go sailing both days just to make sure!" Check the website for further info.

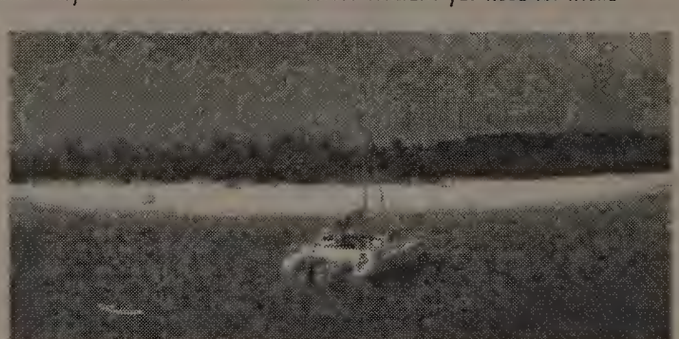
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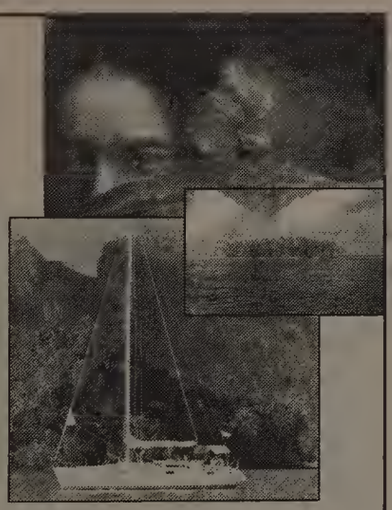
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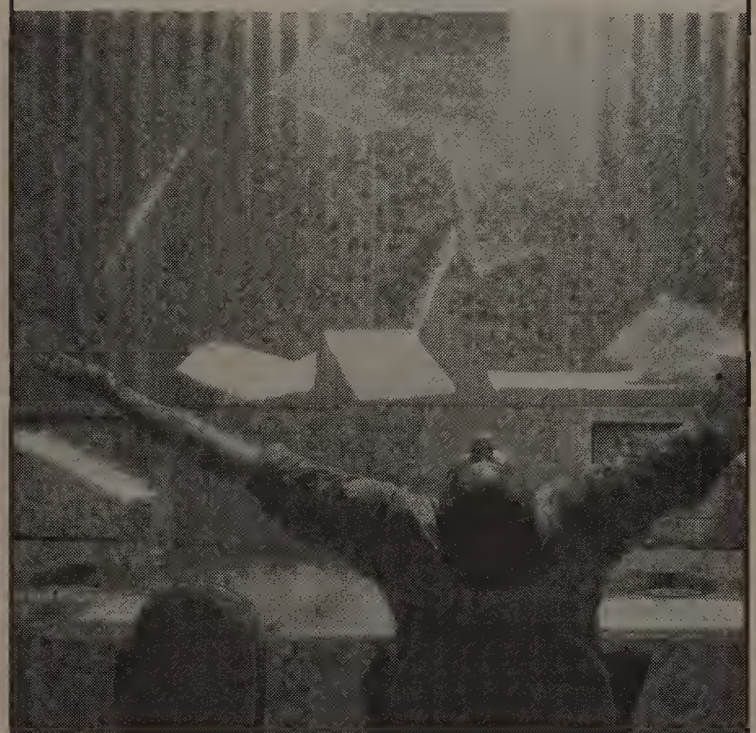
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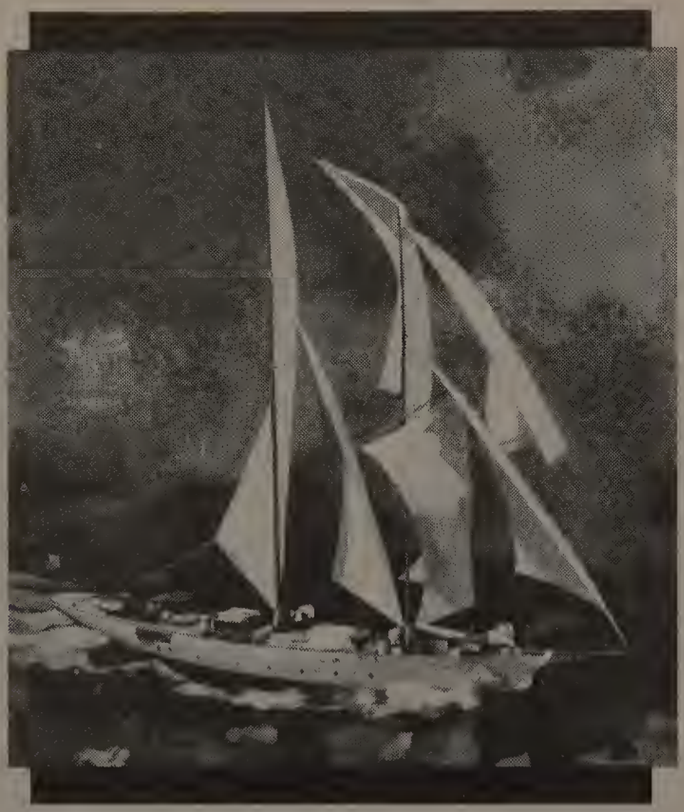




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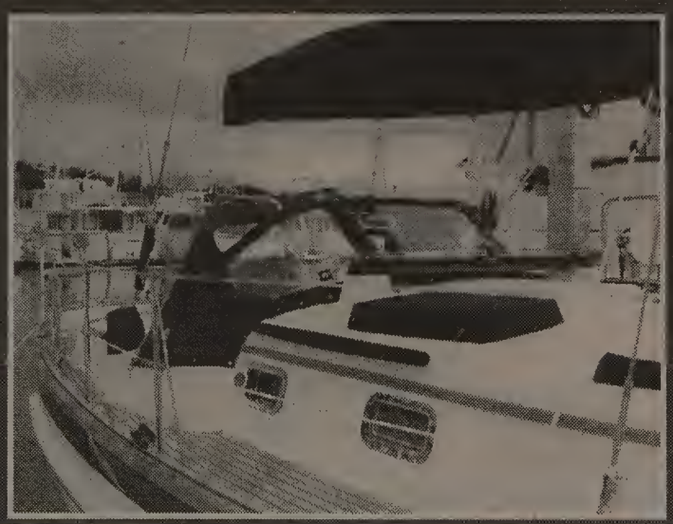
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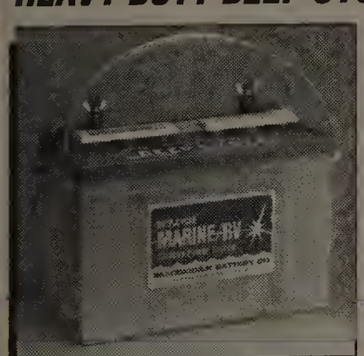
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CHANGES

With reports from ***Idle Queen*** *nearing a second circumnavigation; from* ***Maude I. Jones*** *on nearing the end of a near 11-year circumnavigation; from* ***Breila*** *on moving on from Mexico after three seasons; from* ***Geja****, on late season adventures in the Med; from* ***Sisiutl*** *on the Northwest to Mexico to Polynesia to Hawaii; from* ***Sanderling*** *on the hard battle to get from Panama to the Eastern Caribbean; and lots of* ***Cruise Notes****.*

Idle Queen — Dreadnought 32
Harry Heikel
California To Costa Rica
(Chesapeake Bay)

[*Many* Latitude *readers will recall that the amazing 88-year-old Heikel, who is closing in on completing his second circumnavigation, was the subject of a feature article in the December 2003 edition.*]

My passage south this last winter and spring proved to be a most disconcerting affair compared to the time 22 years earlier when Faido was with me. The December winds initially pushed *IQ* along at speed — 903 miles in nine days — but south of Cabo San Lucas the winds stalled and adverse currents took over. From then on I travelled slowly, motoring just three hours a day because I don't have an autopilot and didn't want to be sitting in the sun and steering for longer than that.

My plan had been to skip Mexico altogether, but as I approached the Gulf of Tehuantepec well south of Acapulco, water and steam started spurting from a ruptured water jacket gasket, putting an end to my motoring. I sailed as best I could back toward Acapulco, but was unable to make it into the harbor itself. In fact, as I reached my point of closest approach, a midday squall drove me back from the narrow entrance. Unable to raise the port captain or a marina manager on VHF, the sails flapped as I lay down below pondering my options. A couple of toots brought me up on deck. A woman aboard the sleek, modern maxi motoryacht *My Pastime* shouted, "Are you all right?"

I explained my situation to Alan and Marla Palash, who were headed for Costa Rica and hadn't planned on stopping in Acapulco. They contacted the Mexican Navy, and arranged for me to be towed in from nine miles out. But then the Palashes decided to tow me. Two hours later, at 8 p.m., I was anchored in 70 feet of water off the Acapulco YC. The Palashes, to whom I am greatly indebted for coming along at just the right time, then turned around and headed back out to sea.

While the water jacket gasket was being replaced, Faith, my younger daughter, arrived to do all the heavy-lifting in restocking the boat. She agrees with me that Acapulco, particularly at night, is one of the most beautiful cities we've ever seen.

The winds came up marginally after I left Acapulco, then returned full of spite in the Gulf of Tehuantepec. I was held up for a week in Huatulco by a gale in the gulf. South of the gulf, the light winds were punctuated now and again by Papagayos — which aren't as strong as Tehuantepecker's — all the way down to Costa Rica.

On the way to Costa Rica, I pulled in at Puerto Quetzal, Guatemala. This is not a recommended stop, as it's inchoate and expensive. The poorly designed marina is near the town of San Jose, a slovenly place hardly meeting standards of a Middle Eastern city.

I finally anchored at Costa Rica's Bahia Portrero, 2,400 miles and 90 sailing days out of San Diego. I arrived to find that Flamingo Marina, my intended destination in Costa Rica, had been declared illegal on environmental grounds — and had officially been closed! Nonetheless, it somehow continues to operate, probably because it provides so many jobs to locals, who take tourists from the two nearby luxury hotels on cruises and sportfishing trips. In any event, the friendly marina has welcomed me, and I am now well-established.

The frustration of my slow passage — I averaged just over one knot — had its compensations. The sunsets along the Central American coast were the most spectacular I have ever seen. Some were blood red, but all the colors from yellow to mauve and beyond were there.



And they were bright, not pastels. Because of the slow speed, the sea life was more apparent to me. On some calm nights the sea was brilliantly illuminated by the bright white flashes of darting fish — an underwater Fourth of July display! On four occasions large turtles crossed my path. And I watched sharks and mahi-mahi chase off schools of small fish. Two large whales passed me close aboard on their way south, and a smaller whale swam back and forth under my boat several times. Athletic dolphins frequently showed off their jumping ability.

Brown, red-footed, and masked boobies were in plentiful — and aggravating — supply. A rare least petrel spent one foggy night in my cockpit. I also entertained Forester's terns and red-necked phalaropes.

The hills of Guanacaste are a lovely brown, with medium-sized deciduous trees covering the slopes more sparsely than they do the lowlands. In a few weeks the rains will come and the hills will suddenly turn green. I will remain in Costa Rica for my allotted six months, working on the boat, welcoming interruptions, and



LATITUDE/ANDY

Small in stature and nearing 90 years of age, Harry continues to prove that size and youth don't have much effect on cruising ability.



MARY MESSENGER

Rob doesn't have any kids of his own, but he was a big hit with these boys from Budi-Budi, PNG, one of the couples' favorite stops.

exploring the countryside.

— harry 4/15/04

Maude I. Jones — Finch 46
Rob & Mary Messenger
Most Of The Way Around
(Sacramento & Houston)

[*Part One of this story appeared in the April* Changes.]

The Messengers started their second cruise in January of '94, just three days after — and not far from the epicenter of — the Northridge earthquake in Southern California. They messed around the Southland, cruised up to San Francisco, and had a blast fooling around in the Delta — not far from Mary's parents' home in Sacramento. "We loved the Delta."

A few months later, they became one of the 30-some pioneering boats to sail in the first ever Baja Ha-Ha. Following that, they kicked around the Pacific and Caribbean coasts of Central America and Panama, not wanting to get too far away from Costa Rica until they received final payment for the small resort they'd just sold. As you can imagine, they had plenty of great adventures — including towing a guy's 35-ft sport fishing boat from Costa Rica to Panama.

It was also here they had some health issues. While in Costa Rica, Mary got leishmaniasis, which is a parasitic disease carried by ssand fleas, but only in certain parts of Costa Rica, Egypt, and India. As a result of being misdiagnosed twice, she had to spend 3.5 weeks in Colon, Panama — "the colon of the world" — getting antimony injections. Because the serum is so thick, each shot takes 30 minutes. "It wasn't the best place to receive health care," sighs Mary, "as the cab driver who took me to the clinic carried a 9mm Glock." Interestingly enough, the health system of impoverished Panama picked up the entire bill, which came to about $2,000.

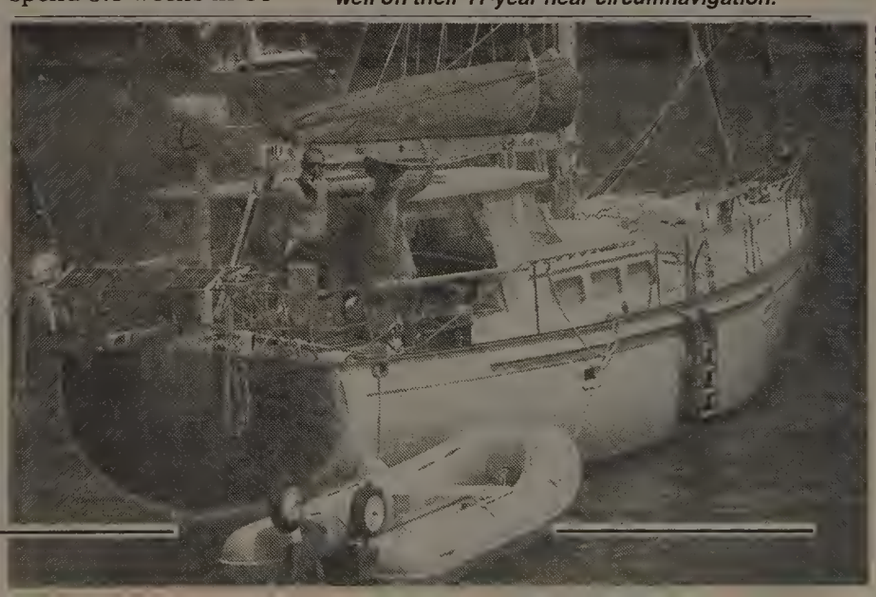
While in Bocas del Toro on the Caribbean side of Panama, Rob got a mild case of the same stuff on his finger. And here's where the story gets a little funny. Rob told us that Mary had a relapse, so while on their way from Panama to the Marquesas, he had to give her a very painful intramuscular shot every day for 15 days. Mary insisted that it was she who had to give Rob the painful shots for 15 days. They both agree that Costa Rica gave them the serum for free.

The couple spent the next five or six years in the South Pacific, with over two years in both New Zealand, and Australia and Tasmania. The couple is most proud of their 1,400-mile passage — "with our lead mine" — from Tonga to New Zealand in 7.5 days. The wind was just aft of the beam the entire way at 35 to 55 knots, and they had to enter the Bay of Islands at night — not a very pleasant prospect — with the wind just below hurricane force.

Rob and Mary spent '96-'99 in New Zealand — along with a surprising number of other Ha-Ha 1 vets. They loved it. However, they won't tell us about their favorite spots because they don't want them to become overcrowded, but we can say they're at the southern part of the South Island where most cruisers don't go. "Yes, it's cold down there," admits Rob, "but we had a diesel heater and had installed an enclosed dodger. We were warm as hell. And the fishing and seafood were spectacular!" They almost drooled when they spoke of all the green mussels and the huge scallops covering the ocean floor waiting to be taken."

They then spent over two years in

The strip-planked 'Maude I. Jones' is no longer a young boat, but she's served Rob and Mary well on their 11-year near circumnavigation.



COURTESY MARY

Australia and Tasmania, the latter being a particular favorite. "It's so fun down there," says Mary, "and the people treat you so well. If only people in the tropics were as nice. And other than right after the Sydney to Hobart Race, there are hardly any boats there."

After enjoying the Millenium fireworks in Sydney, the couple took off on a 2,000+ mile trip across the bottom of the Australian continent. "Not many cruisers do it," says Rob, "so the yacht clubs in the Australian Bight are very generous with free berthing. And when we got to the big city of Perth on the west coast of Australia, we were given a free berth for an entire month."

Doing the Bight wasn't the easiest trip, as the weather was often rough and the anchorages weren't always as well protected as they'd been lead to believe. "Once we had to flee an anchorage poorly protected by a sandbar, forcing us to go out into close together 20-ft seas. It was the first time our autopilot couldn't cope, and we had to handsteer for 14 hours."

Their 1,200-mile trip from Fremantle to Cocos-Keeling took 11 days and was one of their most unpleasant ever. They found Cocos-Keeling to be about as strange as it was unusual. All the Aussies live on one island, all the Muslims are on another island, and all the yachties anchor off a third island. "Plus it was unusual to see these 300-lb Muslim women get on Honda quads for a 100-yard ride to the store to buy food." The place was full of Iranians, Iraqis, Bosnians — people coming, or being smuggled, from many of the troubled spots of the world."

Their next stops were Thailand followed by the Chagos Archipelago. The latter was "absolute Nirvana," and uninhabited because the residents of the British Overseas Territory were forced to leave in order to accommodate the creation of a giant U.S. military base at Diego Garcia, a short distance to the south.

"The fishing was incredible," remembers Rob, "with giant barracuda and red snapper everywhere. It was no problem catching 25 coral trout at a time, or four or five bonehead tuna. Some of the cruisers didn't know how to fish, so I set them up with a hook, line and sinker — and they were catching fish before their lines could get to the bottom."

Rob and Mary were at the extremely remote Chagos with about seven other boats when 9/11 happened. "It was a most eerie feeling listening to the BBC and VOA report on the terrorist attacks, and then have to try to explain it to boats just arriving." Rob could barely contain himself when the patriarch of an Italian anarchist family told him that Americans "deserved" the attacks. Two months later, Rob saved the anarchist's new dinghy and outboard from floating away after his 'drunk knot' failed.

Although the times were strange because of the attacks, Rob and Mary still enjoyed the Chagos. Some of the oddest sights were when British Commandos — outfitted in flak jackets, with camo grease on their faces, and armed with automatic weapons — came roaring up in inflatables to collect the $1/day cruising fee. When Afghanistan was attacked, Rob and Mary could see the planes taking off from Diego Garcia for the 2,000-mile run due north. "We even talked to the Aussie pilots in the P3 Orions over the VHF," says Rob. "They'd go out with four engines running and come back much lighter, with just two engines on and the props feathered.

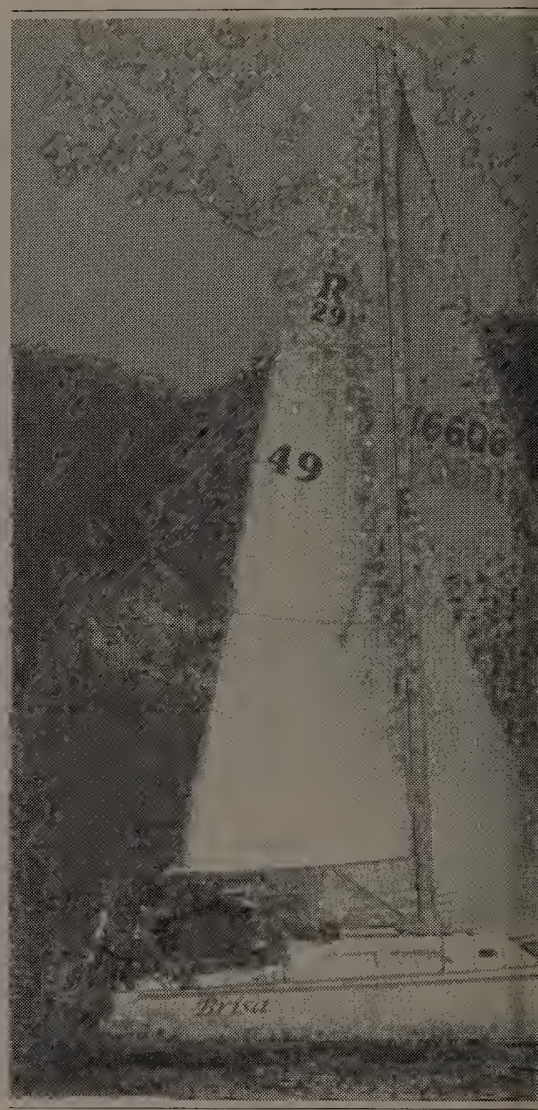
[*Next month: Nearly two years on the East Coast of Africa.*]

—latitude 3/15/04



COURTESY MAUDE I. JONES

Rob and Mary under the palms at the Chagos in the middle of the Indian Ocean, which is one of the most remote and pristine cruising areas.

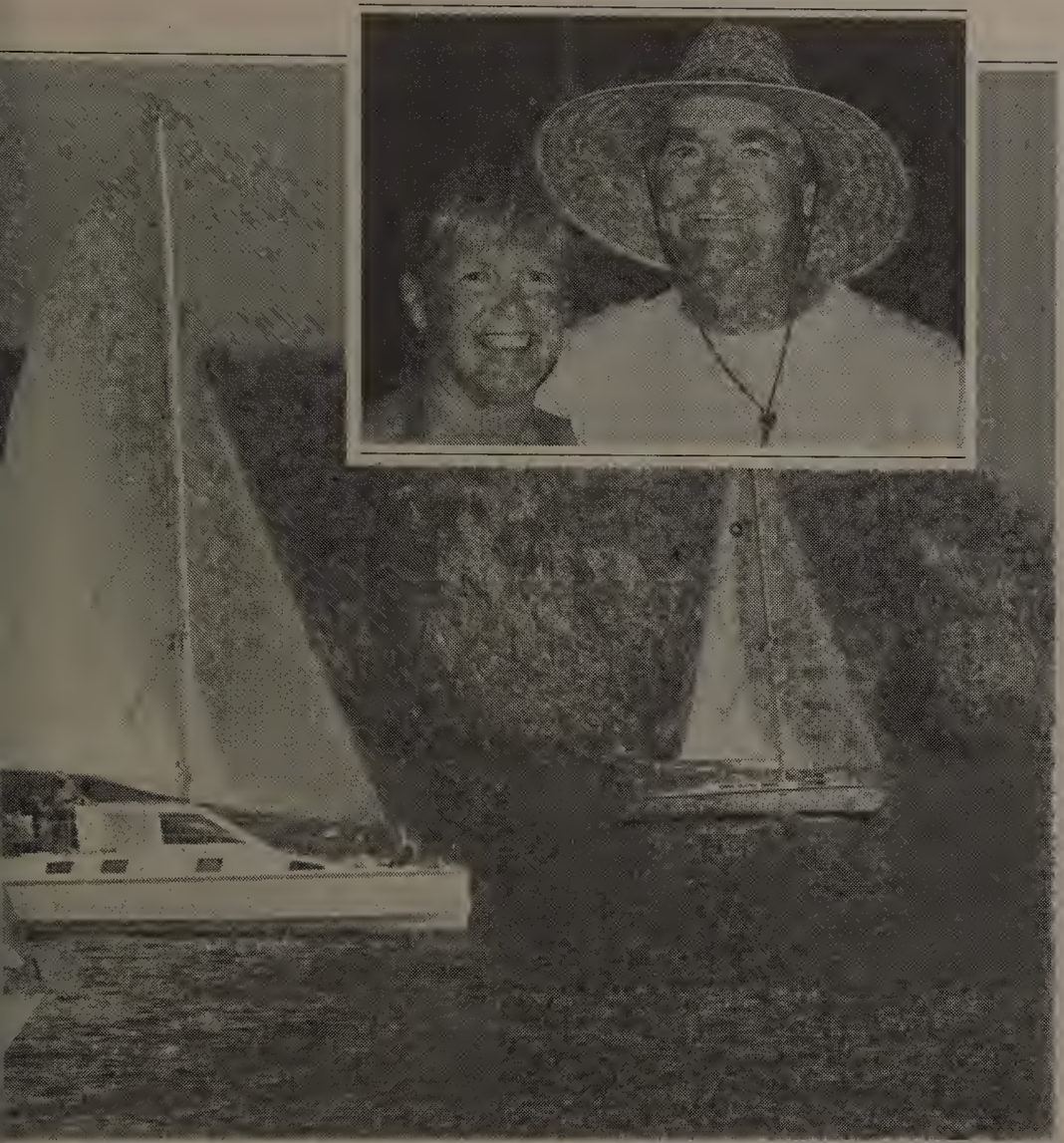


Breila — Contessa 38
Michael & Catherine Whitby
Finally Leaving Mexico
(Vancouver, British Colombia)

After three enjoyable seasons, we have finally broken out of Mexico. We started by heading to Huatulco to wait for a window to cross the potentially dangerous Gulf of Tehuantepec. We recommend that southbound cruisers be sure to stop at the new Marina Chahue in Huatulco, as it's a great place to leave one's boat for a few days in order to go inland and visit the beautiful colonial city of Oaxaca. The marina is only 15 months old and has great concrete docks, power, and potable water. It's ably managed by Enrique Laclette, who goes out of his way to make his guests feel as comfortable as possible.

Following a false start caused by an errant NOAA weather report of high winds in the Gulf of Tehuantepec, we, in company with *Indra*, headed straight across the gulf. Aided by an almost two-knot current for more than half the distance across the gulf, we completed our passage to El Salvador in 3.5 days. We made good time on the other five boats in our 'fleet' who had followed tradition by keeping 'one foot on the beach', which resulted in their having to battle adverse currents for the first two days.

Thanks to reports of expensive ship's agents being required to check out of Puerto Madero, Mexico, and rumors of new $200 in and out fees for Guatemala, it was an easy decision for all the boats in



BOTH PHOTOS LATITUDE/RICHARD

Inset; Catherine and Michael were among those responsible for building Zihua Fest in to a spectacular fund-raiser. Spread; Zihua fun from '03.

our group to skip both those places and head directly to El Salvador. We and *Indra* went to Bahia del Sol, while *Lady Galadriel, Lady B., Ocean Child, Katie Rose*, and *Perceptions* all continued another 35 miles to Barillias Marina.

We're also happy to recommend Bahia del Sol. Clearing in was simple, as *Armada* arrived within half an hour of our anchoring, and *Migracion* paged us from the pool at the hotel! It's a $20 cab ride to the airport, and $60 from Marina Barillas.

What amazes us about El Salvador is that although it's still obviously very poor, the people are trying extremely hard to pull themselves out of the ravages of 12 years of civil war. While in Mexico we were told you can't get anything in El Salvador. What B.S.! It's easier to find just about everything here than in Mexico, and wine and beer are cheaper than in manañaland. The fuel is about the same as in San Diego, which means it's still less than Mexico.

Access to the two main yachtie spots — Bahia del Sol and Marina Barillas — is not easy, as both require crossing bars at high flood, and guides are required. That said, any well-found yacht doesn't need to worry about the bars.

By the way, we've heard rumors that a new 35-ton Travel-Lift is already on its way to Bahia del Sol, El Salvador. Cruisers Murray and Collette of *Terazed* have five acres of waterfront property and are creating a boatyard for folks who want to do work or store their boat on the hard. Finally, a place to haul out between Mexico and Costa Rica!

We plan to spend the next few months in Central America — inland to Guatemala and Honduras — as well as to Nicaragua, Costa Rica, and Panama by boat. We need to be in Ecuador by the middle of July, as we have to travel to Toronto via Quito for Cath's folks' 50th wedding anniversary. When we return, we'll spend some time exploring Ecuador and Peru. We've been in touch with Bob Willman of the Islander 37 *Viva*, who has been in Bahia de Caraquez for some time. He says it's great. We also hear that Puerto Lucia near Santa Cruz is an equally good place to leave the boat for inland travel.

When we're done with Ecuador and Peru, we'll be heading down to Chile. We haven't decided which route we'll take — and we blame that on Jimmy Cornell. He advises one of two routes — 1) Motoring against the current all the way past Peru, or 2) Making a long egg-shaped jump into the South Pacific, all of it close reaching. The latter is apparently quite wet for boats under 50 feet, which would include our 40-footer. Regardless, we're really looking forward to Chile, both inland and the canals to Cabo de Hornos. We finally sourced insurance at a reasonable price, so we're clear to go. *Armada* now requires that all vessels, private and commercial, carry full insurance from an "A" rated company while in their waters.

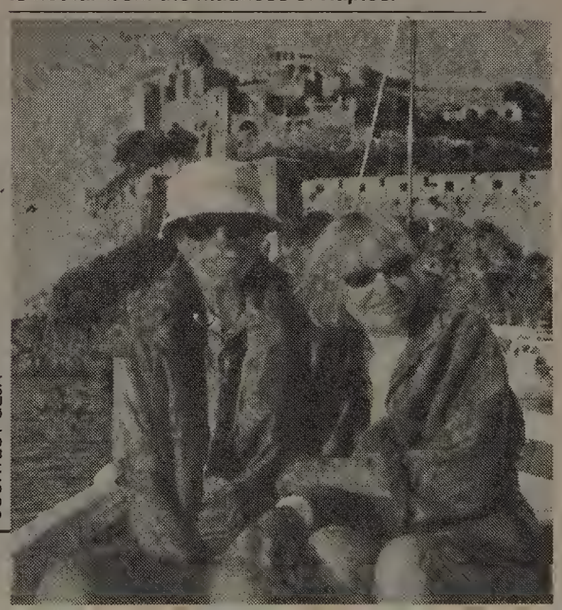
A postscript on Mexico. Much has been written about the increasing costs of cruising in Mexico, In particular, the onerous clearing in and out procedures, exacerbated by the growing number of port captains who now require cruisers to hire agents for this simple but time-consuming process. For the last two years, we made a point of legally avoiding having to check in by bypassing ports with port captains. We traveled in excess of 2,500 miles in Mexico each year, and managed to limit our having to check in to just three times each year. We visited many old favorite anchorages as well as many new ones without breaking any laws. It takes control and planning, but it can be done. Just don't expect to be able to hop from marina to marina.

— michael and catherine 4/11/04

GeJa — Islander 36
Dick & Shirley Sandys
Italy, Sardinia, Corsica & France
(Palo Alto)

We got a late start on our continuing westward voyage last year, but were hur-

Dick and Shirley pose under the Castello D'Ischia during their late season cruising in Italy. Ischia is not far from the madness of Naples.



COURTESY GEJA

ried along when our $8/day winter berthing rate jumped to the summer rate of $65/day in August. As such, we left without thorough maintenance. We first cruised to Italy's Aeolian Islands, where we saw excellent maritime museums at Lipari. One of the main displays showed how ancient trading ships stocked the wine/olive oil in Etruscan vessels for shipping. It's amazing what the ancient seafarers accomplished. We didn't stop at Stromboli, though its volcano was smoking. After all, it was late in the season and we needed to move along while the weather was still nice.

We headed for Agropoli along the western coast of Italy, where we would be travelling into winds predicted for force 5-6. Fortunately, a westerly came up, so we were able to continue north to the lovely harbor at Camerota. From there we sailed to Acciaroli, which has a crumbling old village — of which there are many in Italy — surrounding the marina. Acciaroli is said to have been one of Hemingway's favorite places in Italy, and we were charmed by it.

Walking along the breakwater after breakfast one morning, the sea was so calm that we decided to take off for the next port. But as soon as we started sailing around Point Secosia, we found that the wind had come up, and we were pitching heavily. Suddenly there was a horrible sound from the bow. We looked at each other and Dick said, "The anchor!"

He was right, the anchor had broken free and all the chain run out. So there we were, anchored as if for a picnic, but in high winds with a reef not far to leeward. We tried motoring up on the anchor, but after two hours of trying to get the hook up, and a large gash on Dick's arm, we decided to cut the anchor and chain loose and motor on. We lost the anchor and rode because we'd forgotten to secure the chain after taking it off its cleat while tying a layline in Acciaroli. "To err is human."

We were not happy campers as we motored on to Agropoli, but the rocky promontory on which that medieval town is built soothed our spirits. Our next stop was Salerno, where we found that shopping for a replacement anchor and chain wasn't as easy as walking into a West Marine. Eventually we found a shop that had what we wanted — and they even had a car to deliver it back to our boat. After our maintenance chores were taken care of, we took a train to Pompeii, which was only 20 miles away. We got to enjoy it in the wonderful company of new friends Don and Alice of *Island Princess.*

From Salerno we cruised along the Amalfi coast, which is very lovely. We then moved on to the island of Capri, which was more lovely because by then many of the tourists were gone. Our next stop was Ishia, another island not far from crowded Naples, where we found several nice anchorages and enjoyed exploring ashore.

How do all the boats fit into the crowded little harbors of Italy when there's a big blow? Not very well. When we got to the Pontine Islands, we found they had no room for us because a storm was expected and everybody had brought their boats in. Fortunately, we were allowed to tie up at the dock for the night. In the morning it was too rough for us to get off the boat, so the nice lady at the cafe brought us fresh croissants!

That evening we heard someone on shore tell the punch line to a dirty joke, and we just knew it had to be Dot of *Neliander*, who we hadn't seen since Australia! Sure enough, she and her husband Victor had their boat anchored with another Aussie boat, *Christine Anne*, with Russell and Christine, in the bay across the ridge. We decided to put out in the rough seas, and that night anchored in the protected bay behind Ponza Harbor. That night the six of us got together for a few bottles of wine. We planned a big party for the next night, but it never happened. The 'problem' was that there was a fair wind blowing toward Rome and Sardinia the next morning, so we parted without really testing our drinking skills. That's cruising!





Our path took us to Olbia, Sardinia, an easy place to berth and walk ashore. We found ourselves in several private anchorages along the east coast of Sardinia, which is part of Italy, and the west coast of Corsica, which is part of France. These anchorages were pretty, remote, and had majestic scenery rising from the water's edge. Corsica was considered as a filming location for the *Lord of the Rings* trilogy. It is spectacular, and we enjoyed waking up to breathtaking views.

By the end of September, we wanted to leave Corsica for France's Cote d'Azur, but heavy headwinds were predicted. We finally left anyway, and our autopilot couldn't handle the heavier wind and waves. Having to handsteer for 12 hours made us realize that at our ages we're vulnerable to adverse conditions. As such, we have to think seriously about future ocean crossings. Oh, well, the Med is a nice place to hang out. After sailing all night under just a jib in 12 foot sea, the coastal lights of France looked lovely.

Exhausted, we tied up to the visitors dock at Port de Golfe Juan — and collapsed. A woman in the port captain's office was very helpful, and the next day



Even within just a small area of the Med, there are great places to cruise. Italy and France, of course, are among the most popular.



GEJA AND LATITUDE/RICHARD

Left; Grand Marina at lovely Capri, and a light on the Amalfi Coast. Above; Shirley and Dick at the ruins of Pompeii, a fabulous cultural site.

moved us into a crowded marina. She also helped us in foxing other marinas along the coast.

From Juan we took the train to Antibes, about 15 minutes away, and explored the old town with the lovely Picasso Museum. We also enjoyed Valauri, a small village above Juan, with exquisite pottery and another Picasso pottery museum. By now it was late in the season, and a gale came through. We were somewhat protected in the marina as our Islander 36 was squished between bigger boats on both sides.

It wasn't far to Cannes, so we asked all the marinas if there was any space to leave our boat for 4-5 months. Negative. So from Juan we continued to Bormes Mimosa and Lavandou, two marinas with a boardwalk in between. At Lavandou, the *capitainerie* told us about La Gapeau, where we could have the boat hauled out at a small marina. It sounded great and not too expensive. There were moments of disaster when we had to send faxes in French, but finally we rejoiced, for they said they would take us.

Knowing that *GeJa* had a winter home starting in December, we sailed to Cavalaire, 18 miles southwest of St. Tropez, on the recommendation of friends from Sicily. We're sure it's mobbed in summer, but we were there in late fall. It wasn't crowded and they gave us a berth right away. The place had showers a half block from the boat, laundry facilities along the sea front, and every cafe you could hope for. Mussels in wine for 11 euros. The people were friendly, the local tabac carried the *Herald Tribune*, and warm croissants were a short walk away. This lovely town also provided music — Petit Concert de Musique — with more people in the ensemble than the audience! It was November 7 and there was a little rain, but we didn't care.

The bus system in the area was wonderfully efficient, so we could take trips to St. Tropez, Ramatoulle, Gassin, Bormes Mimosa, have lunch in a medieval town and be back on the boat by evening. Many times we took the bus, then walked along the roads among vineyards and monasteries. Friendly townspeople began to recognize us at cafes and invite us to see the world cup soccer games. We stayed in Cavalaire for a total of five weeks, during which time we took French lessons at the local library complex for free. It would be our luck, of course, to enter the class when they were on Lesson 21, and when some of the members of the class had been in the same class for four years! The French are crazy, but they are gutsy, too. One cold and windy morning we saw 100 Lasers on the beach getting ready to be sailed.

We left our boat at La Gapeau, but it was so windy one night before we left that we had to stay in the workman's bathroom! We traveled inland to Lyon by bus and train, and just happened to arrive on December 8, when the entire city was celebrating the Festival of the Lights. It was marvelous! We went to visit friends in Roanne, Karen and Barry on the canal barge *Eleanor*. There was a wonderful community of barges all hunkered down for the winter in Roanne, and there's lots of social life. Monday night is American football, Tuesday night is happy hour in a delightful bar across from the barges, and so forth.

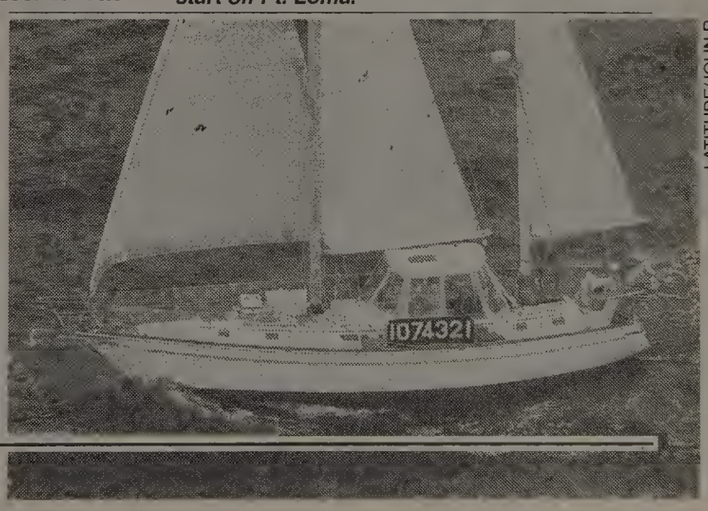
We took the train back to Lyon, then an overnight bus to Barcelona, Spain. We found a great pension next to the railroad station at Nueva Colon 42E — make a note of it. We loved Barcelona, especially the old city and the Opera at the Palau de la Musica Catalana. We arrived back in California on December 17 to provide Christmas for our wonderful grandchildren and friends. We hope to continue cruising in the summer of '04, exploring the French Canals and meeting our great friends on their huge barges.

— shirley & dick 3/15/04

Sisiutl — Gulfstar 44
Bob & Laurie Bechler
Last Year's Cruising
(Edmunds, Washington)

Last year was quite a year for us —

'Sisiutl' started the foreign part of her 2003 voyage with the Ha-Ha. This is her shortly after the start off Pt. Loma.



LATITUDE/JOHN R

CHANGES

and Arnold, our Sea Dog — as our various passages added up to about 10,000 miles. In late 2002, we travelled from Seattle to Cabo San Lucas to start our adventure. We spent the early months of 2003 cruising around Mexico, visiting anchorages, towns, and villages. While doing so, we learned the joys of having to check in and out of just about every port, which involved lots of paperwork and fees.

On April 6, we headed across the Pacific on what we expected would be a three to four-week passage to the Marquesas. We didn't, however, arrive for 39 days. We had some equipment problems, the most difficult being the loss of our autopilot just several days into the passage. We actually turned back, hoping to get it repaired in Mexico, but couldn't make enough progress back upwind. So we continued on to the South Pacific, hand-steering 24/7. The good news is that we both became better helmspersons, but we could have done without the extra experience.

The length of the passage, the loss of our autopilot, and contrary weather all took their toll on us. We even found that taking 'days off' here and there for our mental health didn't relieve the strain of such a long passage.

Some days it was so calm that there wasn't even a ripple on the ocean. During one such calm we went overboard to swim and clean the bottom a little. Laurie suddenly swam up behind me to tell me there was a "large fish" in the water nearby. I couldn't make out what it was because I wasn't wearing goggles, but when Laurie got out she could tell it was a shark! Once out of the water, we were able to determine that it was an oceanic whitetip shark — which ranks right up there with tiger sharks and great whites in bothering people. That was the end of bottom cleaning for that day.

On other days we were bothered by squalls, and had some full-blown storms that lasted a day or two. Only occasionally did we find steady winds blowing from the right direction.

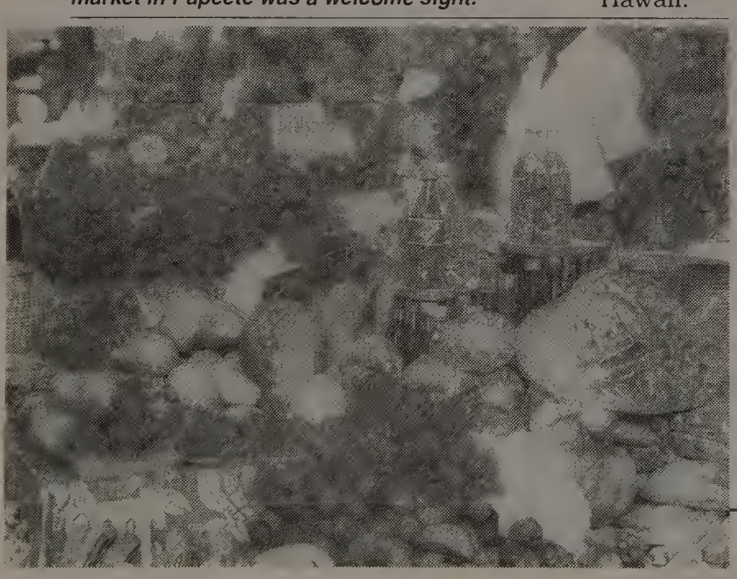
We didn't do very well fishing, either. Laurie had enjoyed great success catching mahi and tuna while in Mexico, but during our crossing we saw more fish swimming beside our boat than we were able to land. The mid-ocean fish must be smarter than their coastal cousins.

We had a celebration when we crossed the equator on May 8, and looked forward to the end of our passage. Unfortunately, we still had a few hundred more miles to go. Five miles from our landfall at Hiva Oa, we ran out of fuel. And as we rounded the last point, we were hit by squalls from four different directions and needed to use our last reserve fuel to keep off the rocks. A friend in the harbor had a local boat bring us five more gallons of diesel so we could make it in before dark. What a fitting end to our first ocean crossing!

We then continued on to the Tuamotus, a series of low atolls, many uninhabited, that are also part of French Polynesia. One of our favorites was the uninhabited atoll of Tahanea, where we spent a lot of time diving and snorkeling. It was here that Laurie was able to snorkel to within 20 feet of a humpback whale.

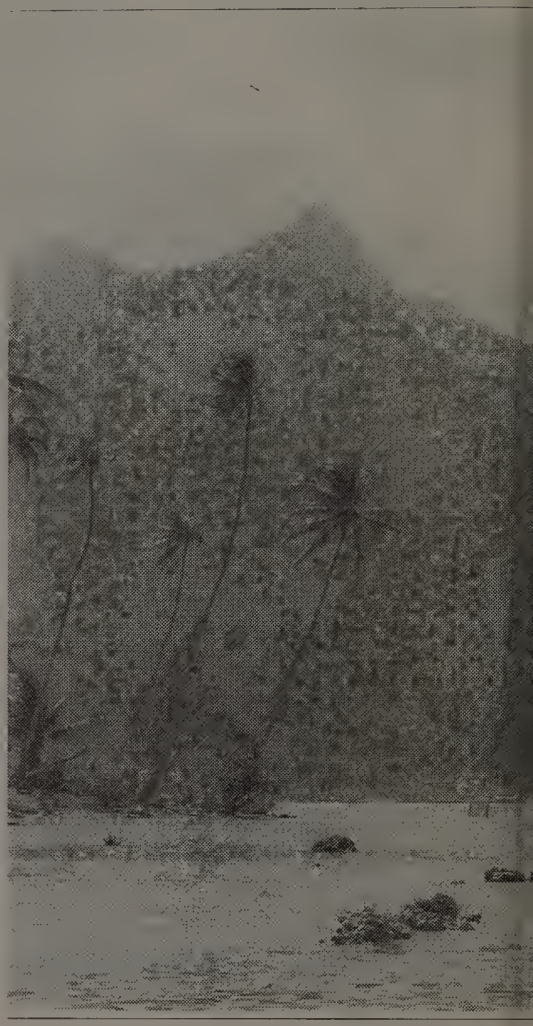
Finding dinner wasn't hard, as Bob would usually go to the 'fish market' — the local reef — and spear a grouper for dinner. Cleaning the grouper always brought the black tip sharks to the boat for their part of the catch.

Tahanea is also where our anchor platform broke. It happened when our chain snagged on a piece of coral while we were ashore and the wind came up strong. The chain snapped off the support, so we ran a line from the platform to the top of the mast to keep it from falling on our way to Hawaii.



After being at sea for 39 days, then having slim pickings at the Marquesas and Tuamotus, the market in Papeete was a welcome sight.

After visiting several of the other atolls in the Tuamotus, we continued on to the Society Islands, our last stop in French Polynesia. Finally, a grocery store! Our final stop was Bora Bora, one of our favorite anchorages. The water was crystal clear and the jagged peaks made for a spectacular backdrop. While at Bora Bora we snorkeled just about every day. The water was so clear and the tropical fish plentiful. Bob dove with the lemon sharks,



and we often saw eels. The sunsets were spectacular.

Bora Bora was a hard place to leave, but we needed to travel 2,000 miles to Hawaii. We did it in two legs, the first being the 1,000 miles to Fanning Island, the second being the remaining 1,000 miles to Hawaii.

Our trip to Fanning Island was against contrary winds much of the time — which seems to have been the norm for us. Since the loss of our autopilot, we had to handsteer, but with the wind from forward, we could often balance the boat and lock off the wheel. It was easier on us, but it also meant that our boat pounded more in the waves. Nothing seems easy.

During this passage we crossed the International Date Line five times! Kiribati has gerrymandered the line to encircle their country, and because of the irregular shape, we were never quite sure what day it was.

Fanning Island is about as far on the other side of the economic spectrum as possible from French Polynesia, and is probably more typical of the other islands of the South Pacific. The residents of Fanning face several major problems on a



LATITUDE/JOHN ARNDT

There is lots of evidence to support the common claim that Bora Bora is one of the most beautiful islands on the planet.

daily basis. For instance, they have no reliable source of fresh water. The well water is so brackish that they flavor it with sugar — which leads to tooth decay and diabetes. Beer is one substitute, but it brings its own problems. Because of a lack of refrigeration there are no vaccines for the children. Two children had gone blind from the measles In the month before we arrived. It's difficult to accept these problems when easy solutions are so close at hand.

The water in the lagoon at Fanning was over 90°, but it was too cloudy for good snorkeling. We did drift snorkel in the pass with the incoming tide, and saw lots of fish and several manta rays.

Having gotten enough rest and enjoyed a spectacular sunset, we continued on to Hawaii. The trip out of Fanning was familiar — good weather at the beginning, followed by squalls and storms. We used all of our fuel getting past the calm stretches as we were anxious to get to Hawaii.

We've been here in the Islands for a month now, enjoying life back in the States. We're not certain of our plans for 2004. We'll either go back to the Pacific Northwest for a visit before heading down the coast again to Central America, or just sail south from Hawaii and continue across the Pacific. In either event, we'll be better outfitted for these passages as we'll have a windvane, the refrigeration has been insulated and upgraded, and we now have two spinnaker poles for downwind sailing. In addition, the anchor platform will be replaced, and more solar panels installed. All-in-all, future sailing should be more comfortable for the crew of *Sisiutl.*

— laurie, bob, and arnold 12/25/03

Sanderling — Cabo Rico 38
John Anderton
Retirement Cruising In The Cari
(Alameda)

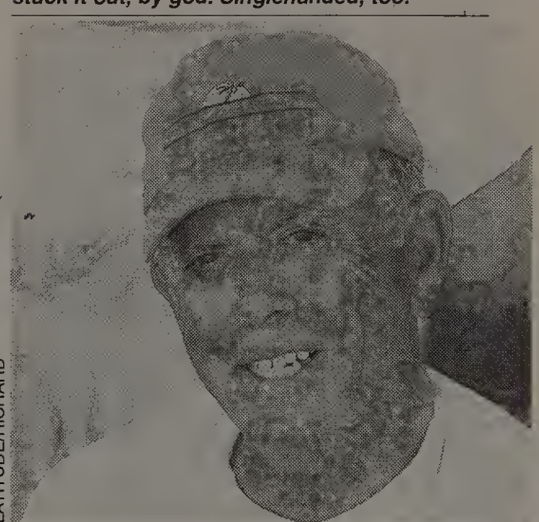
Finding it difficult to enjoy your retirement on a social security check? Maybe you're living life the wrong way. John Anderton, 63, tells us he's been doing all right for the last couple of years on about $1,400 a month, everything included. He's also has a modest savings/investment portfolio, which financed the first two years of his cruise and is there for any major expenses that come along. And rather than merely existing in some sleepy low-cost retirement community, he's been living a very active and adventuresome life cruising his boat in the Caribbean.

"Cruising is not the easiest life in the world," he cautions, "because it can be a lot of work." This is particularly true in the Caribbean, where the winter winds are often quite strong and the seas large. "When I began sailing on the Caribbean side of the Panama, I quickly discovered that my sailing skills were going to be tested," he said. "The average cruiser in Mexico has no idea how much more challenging the Caribbean is than Mexico and Central America."

John didn't come to cruising through a family history of sailing. He lived on a dairy farm in Idaho until he was 29. He then made his way to San Jose, where he took a job running the old IBM card machines doing accounting functions. He would end his career working on a very large liquid-cooled mainframe as a computer programmer/database administrator on the Stanford University campus.

John got started in sailing by taking lessons over a four-year period from Dave Garrett in the South Bay. He also did charters on the coast of California and in the Pacific Northwest. A short time later, he made such a low offer on a Cabo Rico 38 that he was sure the owner would never accept it. But he did. Anderton, then divorced, became a boatowner. In order to survive in the expensive Bay Area, he became a liveaboard, starting with two years at Oyster Point Marina, then at Grand Marina in Alameda. From these locations he sailed every month, taking friends or people from the Crew List as crew, and also singlehanding. Several times he assisted on boat deliveries to and

John Anderton had a long and arduous passage from Panama to the Eastern Caribbean, but he stuck it out, by god. Singlehanded, too.



LATITUDE/RICHARD

from Southern California, and also cruised his boat to Half Moon Bay and Drakes Bay.

In October of 2000, Anderton sailed to San Diego to start his current cruise. Downwind Marine hooked him up with Miriam, a woman who needed to get to La Paz for a boat-sitting gig. "She was in her 60s, and had been living in a hostel with a sleeping bag and duffel bag," says Anderton, "so I didn't know what to expect. "She wasn't the best sailor in the world, but she could stand her watch, was good company, and made some fine meals. All in all, she was a terrific crew!"

Anderton had a less satisfactory experience with a male crewmember from La Paz to Mazatlan, and has been singlehanding ever since — although his preference would be to have a female crew.

John continued down the coasts of Mexico and Central America, but when he arrived in David, Panama's second largest city, he was diagnosed as having a blocked bladder. Fortunately, it was nothing too serious, and a week's stay in the hospital — including x-rays, surgery, meds, and everything — came to $300. No, that's not a typo. Anderton has insurance for catastrophic health problems that's good for everywhere in the world — except the United States! This fact is what subsequently prevented him from cruising up the IntraCoastal Waterway on the East Coast.

One of the things John enjoys most about cruising is learning about different places and hearing different points of view. In Panama, for example, he was interested to hear a taxi driver tell him that life had been better when Noriega was dictator. "You knew who the crooks were back then," he explained. "Plus, Noreiga made coke too expensive for regular people. Now, even poor Panamanians can afford it, and that's not good."

After a stay in the Pedro Miguel Boat Club inside the Canal, where Anderton left his boat for a month to return to the States, he made what he now laughingly refers to as his "Big Mistake" — trying to sail across the Eastern Caribbean after the winter trades had kicked in. His plan was to sail from Panama to Jamaica, but after nine days — including a day to change a roller furling jib on the bowsprit in 12-foot seas, and a day lying a hull to sleep, shower, and eat a cooked meal — he'd hardly made any of the 1,200 miles of easting necessary to reach the Eastern Caribbean.

"The problem with making your way east across the Caribbean, is that you're battling the wind, the seas, and the equatorial current. For example, my compass would say that I was on a heading of 20° true, which wouldn't have been bad. But my GPS, which is what really tells you how well you're doing, indicated that I was only making 340° true — which was terrible. A good day for my boat is 100 to 125 miles. But trying to cross the Eastern Caribbean, I sometimes only made 20 miles good a day toward Jamaica." He finally had to give up on Jamaica, and fall off to Grand Cayman Island.

On the positive side, Anderton had a good boat that could take care of him in rough weather, and an Autohelm 6000 autopilot that never let him down.

Leaving Grand Cayman, John sailed hard on the wind for 140 miles north before he felt he could flop over to port and lay Jamaica. But given the adversities of trying to get east in those rough waters, he ended up having to tack north two more times before reaching Montego Bay.

So he tacked back and made Kingston, Jamaica. In Kingston, he learned that Jamaican crack dealers having an interesting way of marketing crack. They throw little bags of it at your feet, hoping you'll pick it up.

From there Anderton worked the south coast of Hispanola, pulling into the D.R. just a few miles east of the border with Haiti. "They were smuggling cocaine out of the Haitian side, and pot out of the D.R. side. You'd see things like small planes taking off from highways at 4 a.m."

John made an all-day bus trip with his shredded sails to the FedEx office in Santo Domingo to ship them back to the States for repair. A week later he got a message from U.S. Customs saying they'd been returned to the D.R. because he'd neglected to indicate what the sails were made of. So he had to reship them. When they



were ultimately returned after the repairs had been made, D.R. Customs tried to assess him $3,000 in duty.

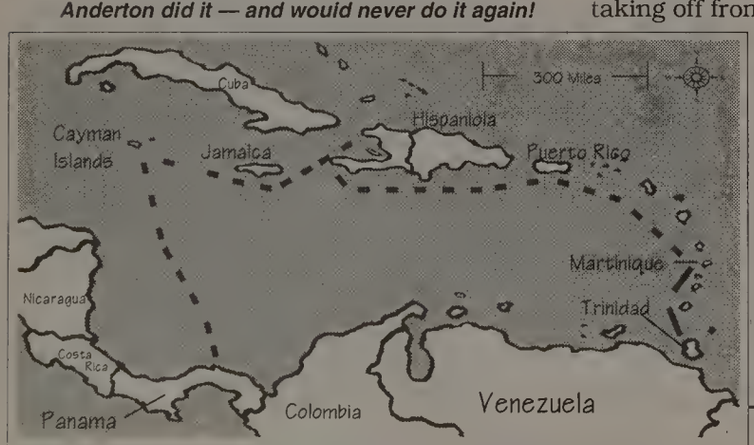
"I threw a real snit," John admits. "The agent finally called his supervisor, who, after listening to me rant for five minutes, told me that I didn't have to pay anything."

Having spent more than a month in the D.R., Anderton found the locals to be very nice — but says "they'll stick it to you if they get the chance." For example, he had a guy come to his boat to remove and repair the leaking raw water pump on his diesel. Later, while in the middle of the Mona Passage, he found that the repair consisted of plugging up both the water intake and outtake with 5200 sealant! He laughs about the absurdity of it now, but it wasn't funny then.

John's stay in the D.R. was made easier because he was befriended by an older D.R. man who helped by explaining the ways of the country. For example, the prices printed on restaurant menus are just an asking price to be negotiated lower. The man told Anderton that he'd left home at the age of five(!) to make his way in the world, and spent most of his career working on cruise ships.

By the time Anderton made it to St.

From Panama to the Eastern Caribbean is one of the hardest batties in cruising. Here's how Anderton did it — and would never do it again!





John Anderton, on the hook at St. Barth aboard 'Sanderling', and getting ready to head south to Trinidad for hurricane season again.

Thomas, it was already hurricane season. So he headed directly for Martinique — the first time in *nine months* he wasn't sailing hard on the wind — and Trinidad.

By this time it was almost summer, which meant it was almost hurricane season. So John rushed down to Trinidad and actually enjoyed some of the sailing, as it was the first time in nine months that he wasn't beating!

Having had to battle to get to the Eastern Caribbean, Anderton has developed some firm opinions. "West Coast cruisers have no idea how easy they have it getting to the tropics in Mexico. Getting to the Eastern Caribbean is very difficult, no matter if you're coming from Panama, or if you're coming down from somewhere on the East Coast of the United States. Have you heard of 'Chickentown'? That's the nickname for Georgetown in the Bahamas, because it's full of cruisers who got that far but didn't have the guts to stick it out the rest of the way. If I wanted to get from Panama to the Eastern Caribbean again, I'd take another year to do it, and would go by way of Guatemala, Florida, and then employ the 'Thorny Path' strategy. I'd never do it the way I did it again."

Anderton has since been up and down the Eastern Caribbean chain from Trinidad to the Virgin Islands two more times. His two favorite places so far have been Trinidad and the south coast of Martinique. His least favorite has been the British Virgins. "All the good anchorages are filled with $25/night mooring buoys. Come morning, the folks on charter boats don't go sailing, but rather race off to the next mooring field to make sure they have a spot for the night. It doesn't help that charterers are on vacation, and therefore not adverse to overpaying for everything. It makes it hard for cruisers on a budget."

When we spoke to John on a steamy day — "a glass of water would be like champagne" — aboard Profligate in St. Barth, he was about to head south of the hurricane zone again for the summer. His plan of going the IntraCoastal Waterway wrecked because it would void his catastrophic health insurance, he's considering buddyboating with another guy to Brazil. Having battled the winds and currents to get from Panama to the Eastern Caribbean, John and the other guy know that, as improbable as it might seem, the fastest and easiest way to get to Rio from the Caribbean is by way of Portugal.

Anderton is pleased to report that he's not been the victim of theft or violence, and thinks that the Caribbean Security Net perhaps overstates the dangers. "There are a lot of places in the Bay Area that are just as risky," he notes. In fact, the biggest incident he's experienced so far was when he was — as reported in a previous *Latitude* — hit in plain daylight by a 140-megayacht. The captain happily paid $20,000 out of his pocket to take care of the damages and keep the incident from his owner and insurance company.

Like most sailors, John wouldn't mind having a bigger boat and more gear, but he's quite content with what he's got. "My boat is a little heavy and slow, but she's fine. If I had a lot more money, I'd get a watermaker, refrigeration, and a generator — but I get along fine without them. Plus, with the way things are, I can enjoy myself living on as little as $500 a month."

John's advice to future cruisers? "You can't learn about cruising from books or seminars. You just have to go out and do it. It's hard work, but it's a great life. And the cruising community is the only place that I've found that has the rural feeling of my youth in Idaho, where people are open, caring, and willing to listen to different opinions."

— *latitude 3/15/04*

Cruise Notes:

"Only idiots live aboard iced-in boats," advises Christine Watson of the Wickford, Rhode Island-based Cal 36 **Clarity**. "Normally *Latitude* is my salvation during the cold winter months, but this year's cold exceeded even *Latitude's* ability to warm

Location, location, location. Christine, standing by the frozen Narragansett Bay, is obviously in the wrong location for a sailor.



CHANGES

me — no matter how many issues I wrapped around my neck and stuffed into my boots. My boat and I did escape the slip for a last sail of the year on December 29, and we got to enjoy all of Narragansett Bay in a 15-knot breeze. The temps were mild enough to lull me into thinking that it might not be that cold a winter — but then it turned out to be the coldest winter in 100 years! A week after my last sail, the ice in the harbor became so thick that all my thru-hulls — as well as bilge pump, water tank, and whale gusher pumps — froze solid. And I thought I'd done a good job of tending to them! I took the warming lamp off the batteries long enough to use it to try to thaw the bilge pump — and the batteries froze. Despite the electric blanket, my frozen bedding still had to be peeled off the walls on a regular basis. This was especially disheartening considering that I'd glued up two layers of Reflectix insulation in the v-berth area, and then covered it with foam-backed vinyl."

Deciding that she'd have to be insane to liveaboard for the rest of the winter, Christine, minus her boat, headed to Florida to thaw out. She spent a lot of her time in Key West. "The funky mix of people and boats was a treat after staid old New England. There were expensive yachts mixed in with craft that could hardly stay afloat. Mallory Square was the mixing pot for people from all walks of life — including cruise ship and land-based tourists, the homeless, street performers, artists, and punk kids. Plus there were a lot of cats and dogs. The chickens, however, seemed to prefer the less-crowded parts of town. I enjoyed the lack of frozen saltwater, the variety of people, and the more relaxed pace of life in the Keys — but my overall impression remains one of lots of garbage scattered everywhere. In any event, next fall my boat will be heading south with the rest of the smart cruisers. I've said it before, and I'll say it again until it sticks: No more ice on my boat — unless it's in my cocktail."



COURTESY CLARITY

That's better! With New England iced-up, Christine packed up her bikini, headed to Key West, and started hugging palm trees.

How folks from the frozen areas of the country can take the icy cold is beyond us, as we can barely stand winter in Northern California. But we're polar bears, comparatively speaking, to the locals in St. Barth. We're told that many of them won't swim in the ocean in the winter because the water temperature drops all the way down to 79 degrees. Imagine that, swimming in 79-degree water!

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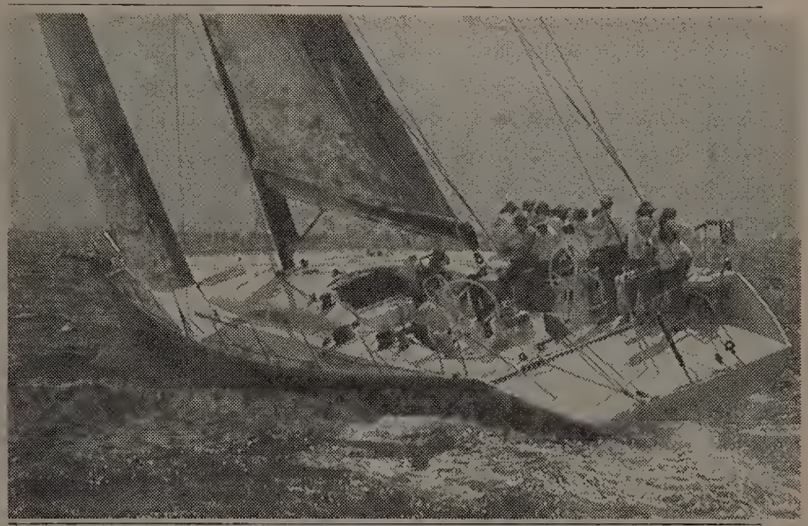
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MICHAEL PORDES

Cruisers got a big thrill watching Doug Baker's new 'Magnitude 80' sail in a one-boat Banderas Bay Regatta Class.

Having seen Christine's item and photo in *'Lectronic*, Alan Kristal of the San Rafael-based Cal 36 **Metaphor** sent us a photo of crewmember David Aucella 'cooking' in the tropics while reading a *Latitude* on the way to Hawaii. "This proves," he wrote, "that *Latitude 38* and Cal 36s can and do provide all the warmth a person may need — as long as one remembers the real estate maxim of location! location! location!"

And when sending photos to *Latitude*, Alan, remember the photographic maxim of high resolution! high resolution! high resolution! The low-res stuff is adequate for the web, but not for print.

We much regret — for the first time in five years — missing the three-race **Banderas Bay Regatta** in late March. It's just our luck, too, as it reportedly had some of the sailing conditions in years. On two of the three days the wind gusted up to 20 knots, and the other day it blew 12 knots. During the past five years, the lack of consistent wind over 10 knots had been the only knock on this otherwise terrific cruisers' event. R. G. Rienks reports that 46 boats participated in the regatta this year, ranging in size from 23 feet to Doug Baker's new Andrews water-ballasted maxi **Magnitude 80**. Division winners were David Crowe's Morrelli-Choy 70 cat **Humu-Humu**; Dan Colangelo's Swan 55 **Swan Fun**; Rudy Heessel's Beneteau First 36s7 **Wind Child**; Gene Gearhart's Discovery 37 **Moody Blues**; Ivan Murphy's S2 7.9 **Escape Velocity**; Bill Semeyn's Discovery 32 **L'Escapada**; and James Sobolewski's Catalina 30 **Bella Luna**. It should be noted that *Magnitude 80* and *Humu-Humu* were the only boats in their fleets. A flat-out racing machine, *Magnitude* sailed only for fun and to add to the stature of the event, not for regatta honors.

As has always been the case, the socializing at the Banderas Bay Regatta was at least as important as the racing itself. It all started in the **Paradise Resort** Amphitheatre on Thursday night, with drinks, snacks, and a great hula performance — that's right, hula — by the Nayarit Ballet Folklorico. Friday and Saturday night, the festivities moved to the

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CHANGES

Vallarta YC clubhouse near the Paradise Marina docks, where both nights over 200 people jammed inside to libate and trade war stories. Sunday evening's awards banquet was held, as always, around the Paradise Resort pool. Once again, there was no entry fee for the boats, and the venue was near perfect. Next year's Banderas Bay Regatta will be on March 26 — and no matter if you're a boatowner or crew who has to fly down from California, you don't want to miss it.

Speaking of **Paradise Marina**, Harbormaster Dick Markie reports they've had another great season. Several bigger boats from places such as Cabo and Acapulco have moved in full time, and quite a few cruisers who used to return to the States for the summer say they're staying this year. Lots of folks simply can't take the tension, traffic, and hostility in California any more. Because of the continued demand for berths, Paradise is creating 125 more docks on the other side of the bridge. Naturally sailboats won't be able to use them, but powerboats to about 28 feet will, freeing up some of the docks on the ocean side of the bridge. Markie also reports that since a significant contingent of boats from the Mazatlan area came down for the Banderas Bay Regatta, next year there will be a 150-mile race/cruise up to Mazatlan following year. With most cruisers headed up to the Sea of Cortez anyway, it sounds like an excellent idea.



MICHAEL PORDES

The fun at the Vallarta YC during the two middle nights of the Banderas Bay Regatta was 'muy bueno' — and contagious.

The **Paradise Found YC** of La Paz — which was actually more of a bar and restaurant than traditional yacht club — is no more. According to the Baja Insider website, the enterprise was hurt by a weakened U.S. economy, last summer's hurricanes, and Alaska Airlines terminating service to La Paz shortly after 9/11. The outfit's last big party was St. Patrick's Day, and there was only enough beer left to keep the lights on until March 19.

The passing of the Paradise Found YC apparently also means the passing of the **Island Madness** cruiser week at Isla Partida. That event had gone almost head-to-head with **Sea of Cortez Sailing Week** two years ago, and then last year pushed the 20-year-old event into extinction. Now both events are history, leaving **Loreto Fest**, held at Puerto Escondido in early May, as the only remaining big cruiser event in the Sea of Cortez. Loreto Fest is such a powerhouse that there's no danger of it going under.

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Last summer's hurricanes caused terrible destruction in the Sea of Cortez. Hopefully everyone will be a little wiser this year.

despite the terrible destruction from two hurricanes last summer, is Mac and Mary Shroyer's venerable **Marina de La Paz**. During a telephone interview, Mary told us they have boats in about 60 slips — pre-hurricane they had about 120 — not all of which have water, electricity or even all the planks nailed down. Nonetheless, she says they've been "as full as we could be over the winter". They've replaced the floating breakwaters that were overwhelmed by hurricane **Marty**, putting in twice as many pilings as before. In addition, they have plans for a 'piling and sheet pile breakwater', whatever that is, to double the protection on the exposed sides of the marina. That, however, won't be ready for this hurricane season, which runs from June to November. Mary is reconciled to having a slow summer, but says their main goal is to have their 120 slips fully operational for next November and the start of the winter cruising season.

As for the upcoming hurricane season, there will be some new rules for boatowners who leave their boats at Marina de La Paz to fly home to the states. For example, all roller furling headsails, sailcovers, and other canvas will have to be removed and stored inside. Inflatables will have to be deflated and stored below. Anchors — as well as anything else that might stick off the bow or stern — will have to be removed. These measures and more are being instituted as a result of lessons learned from *Marty*. Mary notes that many marine insurance policies are voided if the roller furling sails are left on during hurricane season.

On that subject, one owner whose boat had a roller furling sail on and was destroyed, did get the insurance company to pay up because he had a copy of a video that showed the roller furling sail had nothing to do with the boat being damaged. By the way, the response of insurance companies was apparently all over the map. Some paid their clients in full within weeks, while some didn't pay until



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CHANGES

attorneys brought pressure — and others still haven't paid.

We hope everyone with a boat in Mexico for the summer learns some lessons from last year's destruction. Perhaps the biggest lesson is the terrific risks posed by **unattended boats**. For instance, in Puerto Escondido last year, *Marty* drove something like 25% of the unattended boats ashore — endangering many of the attended boats in the process — while none of the attended boats went ashore. Further, it was left to the folks on the attended boats to make heroic efforts to salvage the unattended boats that had been driven onto beaches. So if you're not going to be on your boat, and she's going to be on a mooring or on her own hook, you bear a tremendous responsibility not just for your boat, but all the other boats around her. As for folks leaving their boats in a marina, you should strip the exterior, both because it's the right thing to do, but also because not doing so may void your insurance policy.

Having said that, if the normal odds prevail — one hurricane in the Sea of Cortez every two years — nobody should have too much to worry about. One last thing on Mexico. Even if you're going to leave your boat on a mooring, in a marina, or on the hard for the summer, do yourself a favor and check out the condition of things that might be a risk to your boat. **Mexican standards** aren't up to American standards, and your boat can be at risk. We say this based on several letters sent to us by folks who have summered over in the Sea of Cortez.



LATITUDE/RICHARD

The 'girl from Ipanema' is attractive, intelligent, and has a great sense of humor — but she still might tear 'Bird' Livingston's head off.

The woman in the photo at left is — well, let's just call her 'the girl from **Ipanema**'. The megayacht *Ipanema*. We bumped into her at St. Barth during the Bucket because she's an old friend of Doña de Mallorca's from working on boats in the Med. When she heard the Wanderer publishes *Latitude*, she became . . . well, livid doesn't even to begin to describe it. Fortunately, not livid at the Wanderer. You might remember a letter a number of months ago from Jonathan Livingston and Suzie Grubler of the Pt. Richmond-based Wylie 38 **Punk Dolphin**, in which Livingston repeatedly referred to **Ipanema** as a "mega-slut yacht" because their crew didn't give Suzie a ride in their dinghy from the quay at Papeete out to *Punk Dolphin*. Suzi needed a ride because there had been a transmission linkage problem on the *Punk*, preventing the boat from

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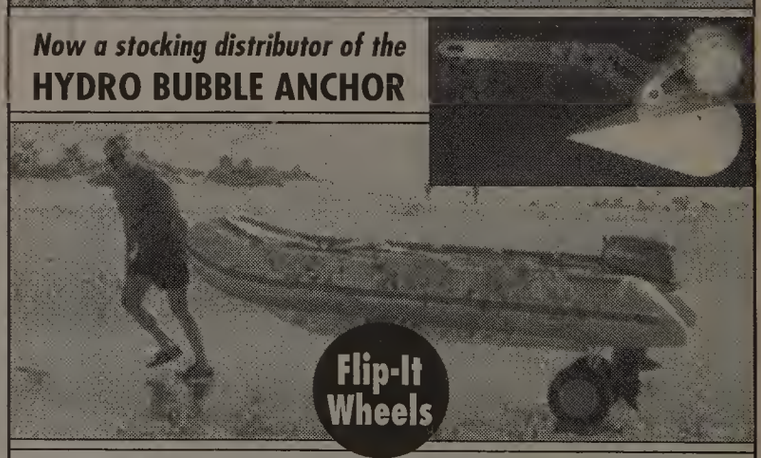
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JOE RINEHART

It's not often that you see giant yachts like these two — 375-ft and 175-ft respectively — racing in brisk conditions.

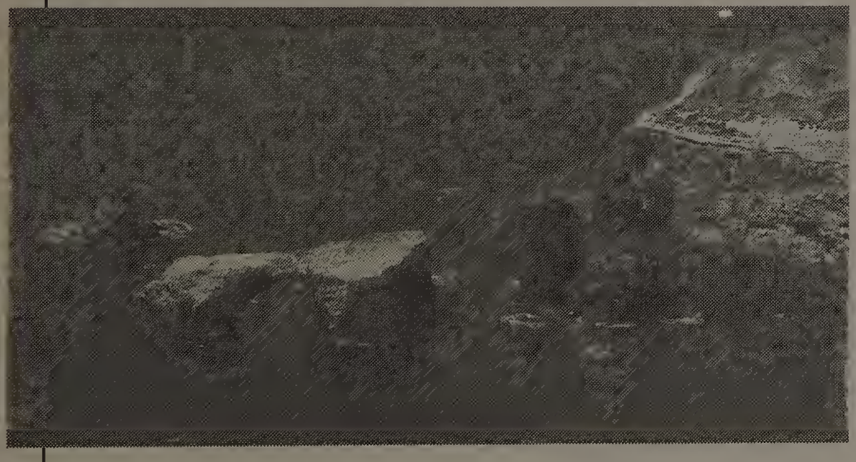
getting to the quay. The girl from *Ipanema* says that of course they didn't give Suzi a ride right away, couldn't she see that their dink was so full of food that needed to be rushed out to their boat that they couldn't even get any of their own crew in? She says they would have happily given Suzie a ride a little later or under other circumstances. Indeed, Bear, *Ipanema's* captain, said they gave one of Jonathan's old Polynesian girlfriends a ride out to *Punk*, and had been on a regular, 'Hi, how are you doing?' basis with the *Punk* crew. "It was obvious," said the girl from *Ipanema*, "that this man was a complete novice cruiser who didn't have any idea what he was doing. And not only did he libel our fine boat, crew, and owner, he has an extremely filthy mouth."

If you're a racing sailor, April in Antigua is a time and place with a lot of appeal. They have the **Mega-Yacht Regatta**, the **Antigua Classic Yacht Regatta**, and the start of **Antigua Sailing Week**. But lots of cruisers in the area making a point of stopping by, too, particularly the Classic Regatta, where they can watch many of the world's finest yachts under sail in ideal conditions. For example, check out the accompanying photo by Joe Rinehart, in which the 175-ft schooner **Fleurtje** is starting to move on the 375-ft tallship **Sea Cloud**. Isn't that a lovely sight?

According to Joel 'the voice of Antigua' Byerly, the Classic Yacht Regatta was one of the most spectacular sailing events he's seen in a lifetime of following yachting. A total of 58 yachts, from a 28-ft Falmouth key punt built in 1890 (!), to the 130-ft **Ranger**, a modern reproduction of what's believed to be the fastest J Class yacht ever, went at it in a variety of conditions for three races. It was a pleasant 15 knots the first day, 20 knots the second day, and up to 27 knots true for the third race. The last race was a reach out and a reach back, and thanks to the strong winds and a highly unusual easterly current, the seas were tremendous. Byerly claims the spray caused by the heavy boats slamming into swells often flew over the mast-

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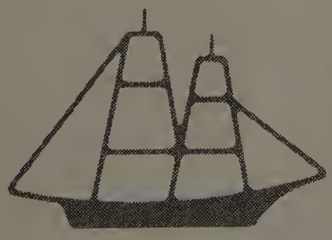
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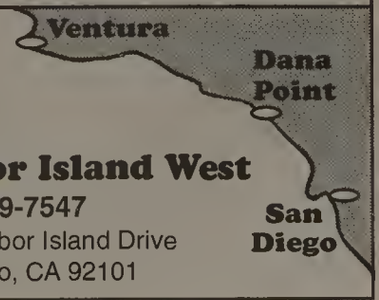
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heads of the boats. He says it was a credit to the owners and crews that not a boat dropped her rig. David Glenn, the assistant editor of England's respected **Yachting World** magazine, told Byerly it was the finest sailing event he'd ever seen.

Other famous yachts that participated were J Class yachts **Velsheda**, **Cambria**, and **Endeavour**, although the latter — until recently owned by Dennis Kozlowski, indicted former head of Tyco, didn't race. The smaller **Velsheda** finished first in all three J Class races, despite being owed time by the other yachts. All the boats, particularly *Ranger*, were sailing with top crew, many of them vets of America's Cup campaigns. While the 120-ft *Cambria*, under new ownership, didn't win on the course, she won the Concours d'elegance, which is perhaps even more important. With the Classic Regatta over, Antigua was bracing for the onslaught of Antigua Sailing Week, which was to feature an unusually strong all-star cast. Once Sailing Week is over, however, Antigua becomes a ghost town until early next December.

"When I read stories about cruisers getting attached to some of the villagers where they are anchored, I now understand," writes Blair Grinols of the Vallejo-based 46-ft cat **Capricorn Cat**, currently in Majuro in the Marshall Islands. "I'd made great friends and established some terrific relationships with the folks on Aur Atoll, so it was really sad when our group of six boats left for Majuro and the Coconut Cup. I gave the other boats a handicap of two hours in sailing to Majuro, and we all entered the pass about the same time. It was a friendly little race, with everyone chatting on the radio and having a good time. I recently flew back to California, and upon my return to the Marshalls, had several bags weighing 70 pounds each, full of goodies for my cat and other boats. I'm now about to head out to Tonga and Samoa."



'Cambria', built in 1928, deservedly won the Concours d' Elegance at the Antigua Classic Yacht Regatta. What a beauty.

Martin and Criste Edwards of the San Francisco-based Pearson 365 **Windrunner** report that the Seventh Annual Coconut Cup Race was held at Majuro at the end of March and that everyone had a great time. "Twelve yachts, 15 outrigger canoes — which are sometimes sailed on one hull like Hobie Cats — and one dinghy participated. The outrigger canoes, which start with their sails laying in the water, started first in 15 to 18 knots of wind, followed an hour later by the yachts.



The fleet wasn't handicapped, so it was pretty much a forgone conclusion that that battle for first would be among the Tom Petty family's Wylie 65 **Roxanne** from Pt. Richmond, the 65-ft Cantola trimaran **Windswept**, and Blair Grinoles' 46-ft *Capricorn Cat*. They finished in that order, with *Capricorn Cat* only about a minute behind *Windswept* for second. But in reality there were no losers because it was so much fun — and since the winners in the yacht class were picked from a hat. The top finishers in outrigger canoes won cash prizes — $600 going to the winner. The prizes were handed out by a lovely young Miss Coconut Cup. The social activities went on for days, and concluded with a wonderful buffet at the Outrigger Hotel put on by the Kwajalein YC. With the season in the Marshalls over, most of the yachts have moved on. But we've decided that we've only scratched the surface of this great cruising area, and will — along with three or four other boats — stay for the entire year."

"**Profligate's** winter in the Caribbean sounded really great," write Loure and Randy Kenoffel of the Northern California-based Moorings 50 **Pizzaz**. We wish we were there. In fact, we plan to go back through the Canal within a year, as Mexico has not been as enjoyable for us. We just like the Caribbean better."

The Wanderer gave a seminar at Sail Expo about **Mexico versus the Caribbean** — well he ultimately did, after Pat Henry so graciously provided a back-up projector half an hour into the visuals-dominated presentation. His thesis was that there is so much to like about both of them, it would be a shame to miss either one. Three things in favor of Mexico are that the locals are so much warmer and more friendly, that it's much less expensive, and there's so much better and less expensive food. Three things in favor of the Caribbean are superior sailing conditions, better underwater conditions, and greater diversity. We hope to have an article on the topic within the next few months.



Mexico has much friendlier people than the Caribbean, but the Caribbean has more great anchorages — such as the one off Gustavia.

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"I agree with you about the attitude of some of the islanders in the Caribbean," wrote **Shep** of Deltaville, Virginia. "There is some of that, 'Get off my island you honky bastard' attitude, but it's not all that way. Just think about **Sunshine** on Nevis."

We spent a little time with Sunshine, who runs a great beachfront restaurant/bar next to the Four Seasons on Nevis, to which all the celebrities — such as Ms. Spears — flee to from time to time. Sunshine and his crew are great. Most of the people in the Caribbean are great. Unfortunately, it only takes about 10% of them to be hostile to poison a tourist's experience. There's a minority of bad people making life much more miserable for the majority of good people. But there's nothing new about that, is there?

John Tindle of the Hermosa Beach-based Jeanneau 45 **Utopia**, reports that he and his wife Cynthia, as well as Mattie "the famous boat dog", were in St. Martin and Tortola, and hoping to see *Profligate*. Alas, our paths didn't cross. John and Cynthia would be good to ask about the difference between Mexico and the Caribbean, as they've cruised in both areas for a number of years, on different boats named *Utopia*. The couple report they'd love to hear from John Haste of the San Diego-based Perry 52 **Little Wing**, and Michael Sheats and Hillair Bell of the Sausalito-based Sceptre 41 **Indigo**. The Tindles can be reached at *wcz6839@sailmail.com*.

While walking through the Budget Marine store in St. Martin about a month ago, we spotted a fellow wearing a Zihua 2003 Sail Fest T-shirt. It turned out to be Ray Huggins, with his wife Eileen, Ha-Ha vets with the J/35 **Bodacia** from Mercer Island, Washington. We had a great talk about how they made their way from Panama to the Eastern Caribbean — they're going to send us a synopsis, and how they are planning to sail up the East Coast and find their way to Chicago before trucking the boat back to Seattle.

"Those of you who aren't guinea pig lovers will probably appreciate the accompanying photo of an oil painting that graces the wall in the main Basillica in Cuzco, Peru, capital of the Incan empire," writes Bob Willman of the Islander 37 **Viva!** "It seems Pizarro's priests ordered the local artists to paint religious scenes, and the guy who did this one figured Jesus would order the local Incan speciality *cuy* — pronounced (KOO-ee) — for his Last Supper. Many of the other paintings in Peruvian churches show sword-wielding conquistadors astride their charges trampling the Incas to death. As such, it's difficult to comprehend how the current Inca population can possibly worship in the Catholic church. I guess the reason I'm cruising is to try to understand how such things can be. As for myself, I didn't try *cuy* — or, for that matter, llama or any of the other Peruvian specialties. It was mostly because they are only served in expensive tourist restaurants, but partly because they probably just taste like chicken anyway."

For what it's worth, we can't remember a year in which more West Coast cruisers have been cruising — or are planning to start cruising — the west coast of South America. **Ecuador, Peru,** and **Chile**



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seem to have a growing appeal.

"There was an error in the April issue *Changes* with regard to **Marina Seca**," writes John of **Adia**. Starting on page 226, there are a few paragraphs that describe the damage and repair of **Faraway** at Marina Seca in San Carlos. As the story continued, it described improvements, such as the new Travelift and so on, at Marina Seca. The author was actually talking about a different place, *Marina Seca de Guaymas*."

Thanks for the correction. We're also told there were some errors in the report about **San Carlos, Mexico**, so please ignore what was said about there, too.

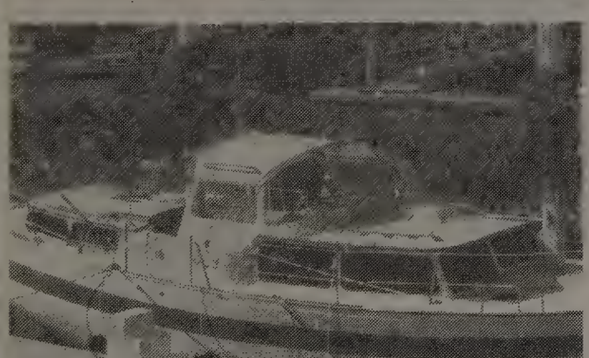
If you're about to do a Baja Bash, be advised that Shari Bondi, a Canadian who married a lobster Mexican fisherman, welcomes all yachties to **Bahia Asuncion**. She says they've got a great little place with all the basics a cruiser could need — including internet service. They can also tell you the best place to anchor, which is not the most obvious. Just call Shari on VHF 16 at any time.

"Having made eight previous stops at Turtle Bay — halfway between Cabo and San Diego — in the last few years, I was well aware of the possible delays in refueling there," writes Wayne Engel of the Mazatlan-based Magellan 36 **Sentisco**.

"On this trip, a northbound delivery of the Golden Wave **Ma Kai** from Mazatlan to San Diego, crew Jerry Lawrence of **Elegante** and I were hoping for a fast fuel and departure, as we had a great northbound weather window. But since it was 10 a.m. on a Sunday, we didn't know how quickly we'd be able to find Ernesto — who traditionally runs fuel in and out — and how quickly he'd be able to get the job done. But as I looked around the anchorage, I saw this strangely-proportioned tender headed our way — with the word 'Diesel' painted on the side. They said they had fuel and were ready to pump. Starting their generator, they passed across the fuel nozzle, handed us clean rags in case of spills, set the pump to all zeros, and started pumping. In less than 20 minutes we'd filled our tanks and jugs without spilling a drop and without having to move any of the jugs — and were on our way again. What's more, the amount shown on the pump came to within a few litres of the amount of fuel I expected we'd need — another happy surprise from some of my past fueling epxeirences in Turtle Bay.

"Carolos and Antonio, the two friendly and courteous young men in the fuel tender, explained that they weren't associated with Gordo's fuel concession at the end of the pier, but rather the Pemex station in town. They cruise the anchorage and can be hailed on VHF 16 under the name of Servicio Anabell. Having been in business for five months now, it looks as though Gordo's will have to come up with something pretty big to top the service provided by Servicio Anabell."

With the **summer cruising season** upon us, we'd love to hear what you're up to. It only has to be a short paragraph, but make sure to include your full name, your boat name and type, and your hailing port. Photos — high-res please — are also always welcome and encouraged. Email the 'who, what, why, where, and when' to *richard@latitude38.com*. Thank you very much.

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WEST MARINE 8'6" RU-260 roll-up sports dinghy with oars and launching wheels. Very good condition. $650. Call Ken (707) 263-5039.

8-FT LAPSTRAKE SAILING YACHT TENDER. Brunzeal mahogany ply laps, glued and copper-riveted. Sails, custom pulling oars. $2,000. Call (510) 523-4388.

MX-RAY, HIGH PERFORMANCE SKIFF. A symmetrical spinnaker and Mylar mainsail, fastest twelve footer around, upgrades and extra parts, Seitech dolly. $1,500/obo. Call (707) 254-1824 or email: maryjon@dslextreme.com.

LASER AND TRINKA. Laser with ivory deck/electric blue, older, excellent shape. Everything needed to sail, plus spare sail, rudder and daggerboard. Asking $1,200. Trinka, 8-ft ivory Bruce Bingham design, teak trim, sail rig. Quality throughout. Asking $2,150. Call (707) 246-7318.

SNIPE. Sail #18038 has been measured for racing. In good condition, with trailer, current license. $1,000. (707) 446-7344 or email: captpaul@conl.net.

12-FT BOMBARD C3. Black, aluminum floor, hard bottom. Little use, always covered. Honda 25 hp 4-stroke, electric start. Mint. Trailer. All accessories. $5,200. Call Sheila (510) 596-8988.

14-FT CAPRI. Galvanized trailer. Main and jib, kick-up rudder, pivot centerboard. Self-bailing, ready to sail, can deliver. Picture on request. $1,200. (775) 246-5101 or Wredgwick@aol.com.

16-FT APPLEDORE POD single or double rowing shell. Two Oarmasters: sliding seats and outriggers. Two sets composite (carbon) 9'9" sculling oars. Ready to go. $2,000. (707) 252-8011, ask for Ro.

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13-FT RIGID HULL INFLATABLE. Hypalon tubes, water ballast hull, self-bailing, stainless steel seat console with 17-gal integral fuel cell. 10-year-old Nissan 50 with custom stainless steel propeller. Trailer and cover. $6,000. Call Jeff (707) 553-2909.

CAPRI 15. New sails, rudder and lines. Rebuilt centerboard. Great shape. Ready for class racing or family fun. Accommodates 2-3 adults. Go anywhere trailer has new wheels, tires, wiring, and mast carrier. You'll love this boat. $1,300. Call (916) 933-4079.

G3 BOMBARD 11-FT INFLATABLE. Excellent condition. Extra valves. No motor. $1,850/obo. Call (510) 759-7777.

LASER AND TRAILER. $800. Both in good condition. Laser is Canadian-built, about 15 years old. Trailer can carry two Lasers. Sail, blades, spars, lines, all in great condition. Owner going away to college. Call (650) 322-3958.

16-FT INTERNATIONAL 470 Olympic class. 1998 Nautavela, M-7 superspar spars, 2 sets sails, spare c/b, trailer with dolly, cover, new rigging. Race-ready, fun boat. $3,900. Call (510)-232-8473.

24 FEET & UNDER

WEST WIGHT POTTER 19, 2001. Very nice boat with trailer, 4-stroke outboard, stove, Porta-Potti, running lights, one 90% and one 140% jib with whisker pole. $9,000. Call (209) 869-3254.

CAL-20, 1968. 4 hp Johnson motor included. Extra main, headsails, rudder and tiller. Good shape, needs some work. Docked in upwind Berkeley Marina berth. $700/obo. Must sell. Call (925) 962-9362.

CAPRI 22 with trailer, new rigging and cockpit cushions. No motor. $4,500. Call Dirk Reed (530) 478-1411.

ISLANDER 21, 1967. $1,350. Hauled and bottom job. Good sails, Johnson 5 hp outboard, Autobilge system. Great shape. Slip transferable, Marina Bay. Please call (510) 220-6480 or email for photos: drduvall@comcast.net.

MIRROR OFFSHORE 19. Rebuilt Volvo, 10 hours. New: Battery, ss exhaust, fast drop shaft seal. Spinnaker, furling jib, enclosed head, boom tent. Rebuilt trailer, extendable tongue, with new: tires, brakes, ss fenders, sandblasted, painted. Sailed sistership to Hawaii. $5,450/obo. (831) 684-0602.

WEST WIGHT POTTER 15, 2003. Health forces sale. Less than 4 hours use. Honda 2 hp, roller furling jib, jiffy reefing main sail. Bright yellow hull with blue stripes, anchor and rode, cushions, life jackets. $7,200. Call (415) 331-0910.

ISLANDER 24. 7.5 hp OB, 5 sails, stove, sink, 2 anchors. Spacious cockpit. Good condition. Beautiful lines. $2,000. Call (925) 933-6031.

CAL 2-24. Flush deck, sleeps 4 adults, legal head, galley area, 3 sails, pulpits and lifelines, jack lines, slab reefing, etc. led to cockpit. Strong, safe Bay boat, ideal for family. $1,500. Call (415) 898-1436.

RANGER 23, 1973. Seven sails. Aft-led control lines, 6 hp Evinrude, anchor, depthsou[SOLD]s. Needs bottom a[SOLD]r to be a great Ba[SOLD]able Berkeley be[SOLD]239-4105 or email: imozes@aol.com.

TANZER 22. Canadian-built, well-equipped and maintained, practically new Honda 5 hp outboard and sails. Huge cockpit. Most well-built, stable and roomy cruiser at this size and price. See <www.tanzer22.com> for comparisons. $2,950. Email: kcrunch1@aol.com or call (510) 502-3607.



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CATALINA 22. Fin keel, 9.9 Evlnrude, 3 jibs, spinnaker, tabernacled mast, rigging refit and upgraded. Custom interior, pop-top, Porta-Potti, dc cooler, AM/FM/CD player. Completely equipped, ready to sail. Custom 2-axle trailer, new wheels and axles. 20-ft launch ramp trailer extension. Buyer bonus, receive 2004 resort and dock privileges at Spanish Flat Resort, Lake Berryessa. $4,750. Call Chris (831) 476-4330 or email: cimahla @aol.com for equipment list, custom features, pictures.

SANTANA 22. Very good overall. Immaculate interior and cushions. Self-tailing Barients. Structurally extremely sound. Custom touches. Many sails. Great boat and dirt cheap at $850. Call owner (510) 499-9211.

MOORE 24, HULL #79, Great condition. Freshwater only. Refurbished trailer in 2003. Nissan OB. New mainsail and #1. Willing to negotiate delivery. $10,000/obo. Pictures available. Call (208) 321-4597.



WESTERLY 22 SUPER CIRRUS, 1969. Fin keel cruiser. Hawaii vet. Vire 7 hp 2-stroke gas inboard. 4 jibs, gennaker, spinnaker. GPS, VHS radio, Hasler steering vane. Rigging in excellent condition. Recent paint, varnish and canvas. Located Long Beach, CA. $9,500. (760) 249-5215.

UNIQUE FRENCH SLOOP for North seas. Gaff rigged cutter, all glass, full keel, 16-ft plus bowsprit. Trailer and OB. Needs a little TLC. Reno area, can deliver. Best offer. Ask for pictures. Please email: gietx@netzero.net or call (775) 787-2748.

KELLS 22. Fixed keel, shoal draft, easy launch tandem-axle trailer, 4-stroke Honda. Good condition. Reno area, can deliver. Best offer. Call for photos (775) 787-2748 or email: gietx@netzero.net.

J/24, 1978. GOOD CONDITION. Full inventory. Kevlar genoa. No vermiculite, teak and holly sole. Tandem-axle trailer in excellent condition. $5,500. Call (415) 254-7910.

WEST WIGHT POTTER 15, 1983. Bristol condition with yellow hull, white deck. Odyssey main and jib. Evinrude 2 hp outboard, cockpit rail, extras. Trailer included. Vessel very well maintained. Must see. $4,000. Call (707) 745-2784.

WESTERLY CIRRUS 22. Fiberglass, single keel, galley, head, 9.9 hp Johnson OB, standing headroom. Good, solid boat. See at Clipper Yacht Harbor, Slip #306, Sausalito. $2,500/obo. (707) 207-0224.

25 TO 28 FEET

ERICSON 27, 1971. Evinrude 8 hp. Roller furling, jib, main, backup main. New head, tiller and marine battery. Sleeps 4, 2 galley berths, V-berth, quarter aft-berth. 6-ft headroom. Large built-in ice box, leaf table, lots of storage and locker space. Transferable slip at Berkeley Marina, $170/mo. Comfortable amenities. Ready to sail away. $11,500. (415) 424-7145.

COLUMBIA 26, 1969. 2003: New standing rigging, halyards, mast paint. 2000: Keel bolts replaced, keel epoxy glassed. Good sails and 15 hp Johnson OB. Beautiful Berkeley berth. Clean, strong, great Bay and Delta sailboat. $3,900. Call (707) 374-4775.

CATALINA 25, 1984. Dinette style, mini-fridge, alcohol stove, sink, icebox. 6 hp Nissan, low hours. Porta-Potti, BBQ, VHF, compass, V-berth, extras. Berthed in Oyster Cove, Peninsula. Photos available. Asking $5,000/obo. (650) 444-2858 or email: MarcDrummond@istp.org.

ERICSON 27, 1977. Fast yet comfortable sailboat. She's won her share of medals. Wheel steering, haulout 2/04. Will consider trade for a good running vehicle with low mileage. Call (415) 424-7145.

NEWPORT 27 Mk II, 1978. Fin keel, Atomic 4, 6'2" headroom. Cabin adorned with teak. Folding dinette table, VHF radio, 2-burner stove, sleeps 5. Wheel steering with compass, ss bow and stern rails. Sails with covers. Santa Cruz. $6,500. Call (707) 274-1129.

CATALINA 25, 1982. Popular size, good condition. Fin keel. Main, genoa, jib, storm. Nissan 8. VHF and depthsounder. Moving up to Catalina 30 and need to sell. Berkeley slip. $4,500. Call Casey (925) 672-3874 or rdcasey@pacbell.net.

PEARSON 26, 1978. Yamaha 9.9 4-stroke, only 30 hours. Excellent condition. Photos: <http://www.bradfordwhitaker.com/Bug.htm> $6,900. Call (415) 332-5037 or email: kmeekfi@yahoo.com.

FLEUR BLEU 26. Giving her away to someone who will take good care. Mahoganies on oak, some original cotton sails. needs canvas deck work. New keel bolts and cockpit. Currently berthed in San Rafael. Call (530) 528-8870 or email: oskark@pacbell.net.

NEWPORT 27, 1986. Rebuilt Universal 4 diesel inboard, wheel, autopilot. 4 sails, lots new, wood interior, sleeps 6, shower in head, stove. Overall good condition, very little use, bottom needs some work. Great sailing boat and excellent for liveaboard. $6,000/obo. No reasonable offer refused. Must sell. For pictures email: johnwtann@mac.com. Located at Berkeley Marina. Call (415) 726-4237.

HUNTER 27, 1982. $13,000. Well maintained, inboard diesel, good first boat. 6K invested. Alameda berth, club jib, sleeps 5, VHF, marine head, hauled 9/01. (408) 536-6477 or email: shig_o@yahoo.com or whmacrae@yahoo.com.

CATALINA 27, 1978. Tall rig, OB. Constantly upgraded, lots of sails, all lines to rear. 6 winches, twin headstays, new interior, Autohelm, good motor, electronics good. Antioch Marina. $9,500. Call (925) 457-0946.

CUSTOM SINGLEHANDER OCEAN Unlimited. Pro-built 1984. GPS, autopilot, high lifelines, running backstays, cutter rig. 10 hp Yanmar, 926 hours. 37 gals fuel. Furler, tri-color with anchor and strobe on mast. $17,000. Call (510) 517-0062.

MacGREGOR 26X, 2002. One of the best. Suzuki 50/4, under 70 hours. Lots of factory options and owner upgrades, new blister/bottom paint. See at website: <www.placenet.net/Macgregor26x> Possible Santa Cruz Lower Harbor sublet. $22,950, with trailer. Call (831) 457-0501.

NEWPORT 28, 1974. Newly rebuilt Atomic 4. New halyards and vang. Sleeps 5. Great boat for SF Bay. Reduced $4,800. Berthed in Emeryville. (315) 268-0237.

MacGREGOR 26, 1993. Great condition, swing keel, ladder, pop-top with canvas enclosure, anchor. Like new 8 hp Honda. VHF, trailer, surge brakes, spare. Slip at Braito's Marina on Clear Lake. $7,500/obo. For pics go to msn, groups, and search MAC26 or call (707) 928-4166 or email: RPSomerton@msn.com.

CAPRI 26 FIN KEEL, 1990. Freshwater boat with custom trailer. Walk-thru transom, sleeps 4, full galley, new 10 hp 4-stroke OB. Too many extras to list. Excellent condition, ready to sail. $24,000/obo. Call (530) 778-3404.



MONTEREY 26, 1966. Classic double-ender. Factory-made. Heavily built fiberglass. Farymann diesel. Well-maintained by our Alaskan family for 18 years. Woodstove, propane stove, trailer, generator, full covers and more. Sleeps 3. $9,500. Ojai, CA. Call Dan (805) 646-4502 or email: danlangak@hotmail.com.

MacGREGOR 26X, 1998. Excellent condition. Trailer, 50 hp Honda, 5 sails, bottom paint, VHF, AM/FM/CD, 2 anchors, BBQ, stove, Porta-Potti and more. Love this boat, must sell. $17,000/obo. Call Kevin (408) 205-0201.

CORONADO 25, 1966. Bottom done 2003. Self-tending jib, sails good condition. Electric and manual bilge pumps, shore power, Porta-Potti, 9 hp Nissan, microwave, refrigerator. Located Stockton Sailing Club, Slip #E12, Stockton, CA. $3,000. Call Bob (209) 464-2782.

PRIVATEER 26 KETCH, 1967. 31.5-ft LOA. Designed by T. Gilmer (Aries/Roughwater). Cutaway full keel. Volvo MD-1 diesel. Extra gear/sails. $9,500. Morro Bay, mooring available. Call (805) 234-3049.

CAL 2-27, 1977. Great Bay/Delta cruiser/racer with true 6' headroom in 2 cabins. Sleeps 5. New since 2002: Upgraded rigging, prop shaft, autopilot, ports, battery charger. Atomic 4 runs great. Self-tacking jib. Stockton. $9,900. (209) 477-8201.

COLUMBIA 25 Mk II, 1970. Sausalito berth near Mollie Stones, deli, restaurant and West Marine. Beautiful Richardson Bay slip, one of the best sailing locations on SF Bay. 1/2 hour to the Gate. Usually a west wind guides you from the harbor and back on a nice reach. Standing rigging replaced a few years ago, bottom painted 2002. Cleaned twice/year. Well maintained. New main and 120, Honda 10 hp 4-stroke. $4,200. More details via email: sparky23@aol.com or call (650) 366-7285.

CAL 2-27. Excellent cruising condition, at Richmond YC. New headliner main cabin. Good headroom. Atomic 4, serviced and bottom painted in 2002. Surveyed 2002. Main, two genoas including 130 and gennaker. $9,000/obo. (707) 310-9083.

CAPE DORY 28, 1976. Highly desirable, well balanced, full keel cruiser. Repowered in 2000 with 18 hp Yanmar diesel. New lifelines, roller furling jib. Garmin GPS plotter, new radio, full galley, lots of storage. Carefully maintained. $21,000. Call (415) 924-3739 or email: margrit@earthlink.net.

MacGREGOR 25 SWING KEEL, 1985. 8 hp Johnson longshaft with alternator. New 150 genoa. Fresh bottom paint. Sink installed, with water tank. Rigging upgrades. Ground tackle. Trailer included. All current registration. Everything in very good condition. $3,600. (209) 887-2801.

CATALINA 27, 1972. New standing and running rigging, painted mast, new bottom, new upholstery, new propane stove. Rebuilt head, new thru-hulls. 15 hp o/b, low hrs. Dinette version. $9,500/obo. Please call Rusty (415) 279-7382 or email: rustycanada@hotmail.com.

ISLANDER 28, 1978. Atomic 4, spinnaker, whisker pole, folding prop. Autohelm, Garhauer boomvang, Force 10 heater. 7 sails, port and starboard compasses, GPS, engine hour meter, stereo, charger, VHF, swim ladder, knotmeter, rpm meter. Excellent condition. $14,000. Call (650) 593-3311.



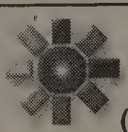
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MacGREGOR 26X, 1997. Nissan 50 hp, 100 hours. Jib, genoa, mast raiser. VHF, autopilot, depth, fishfinder, 3 batteries, 12v refrigerator, pressurized water, bimini. 40 gal fuel tank, prop guard. Trailer, new tires. Always covered. $13,495. Antioch. Call (805) 801-5366 (cell).

SOLING, US 101. Open cockpit 27-ft keelboat. Very good condition. Fast and fun, ready to race or daysail. Lots of sails. Recent refit with Harken blocks and travellers. All controls double-sided. Includes galvanized trailer. $2,800. Call Ken (415) 472-2929.

HUNTER 25, 1978. I'm leaving the country. No time to fix. Great Bay sailer. Needs outboard, tiller and new rigging. Letting her go for only $1,500. See pictures at <www.robpla.net> Call (415) 290-1882, ask for Rob.

NEWPORT 28, 1981. Excellent Bay boat with: Large comfortable cockpit, safe access forward, all halyards led aft, six bags of sail including 97% Mylar racing jib and spinnaker, Harken roller furling system/split drum, full instruments, Autohelm, Universal diesel, tiller, complete galley, full headroom and 6 bunks. Would consider partnership. Located in Sausalito. $12,500. Call Roger (415) 472-1400 or email: rlongo@longo.com.



PEARSON ARIEL 26, #81. Classic one design cruiser/racer that sleeps 4. Good sails and maroon canvas coverings. 5 hp Honda 4-stroke. Hauled out, new bottom and other yardwork, December 2000. New bow pulpit. Great Bay sailboat and quite seaworthy. In Emeryville and ready to go. $3,850/obo. Must sell. Call (510) 653-7065 or email: capron@pacbell.net.

CATALINA 25, WING KEEL, 1989. #5960. Excellent. New offshore main, furler 135 jib, VHF, depth, fitted bedding, Honda 4-stroke. Trailer with never used tires. Propane stove, never raced, bimini, new carpet, other upgrades. Must see. $18,600. Call (775) 746-1367 or (775) 240-5144.

MacGREGOR 26, 2004. Excellent condition, 50 hp 4-stroke. VHF, GPS, swim ladder, AM/FM/CD player, three 6-gal gas tanks, pump-out head, stove, fenders, 2 anchors with rode. $28,000. Call (707) 963-7092 or (707) 812-4003 (cell).

TARTAN 27. S&S design. Douglas & McLeod. Everything new. Full keel with centerboard. Volvo diesel. Baja-ready. In SoCal. Health problem, your gain. $12,500. Call (760) 253-1924.

CAPE DORY 27 POCKET CRUISER, 1978. #110. BBYC, Alameda. New Ballenger 0-30 aluminum mast, fittings. Upgraded rigging, bow pulpit, lifelines. Yanmar 8 diesel. Galley, head, propane stove/BBQ. Swedish wood heater, good sails, extras. See <www.capedory.com> Asking $25,000. Call Bill (559) 217-7500.

CF-27. Like-new boat, spars and sails. Teflon racing finish over epoxy barrier coat. Nice interior, Yamaha OB, AP, adjustable genoa cars, double sided vang and backstay, custom trailer. $16,500/with trailer, $13,500/without. Pictures on request. Call (702) 656-1850.

MacGREGOR M-26X, 1998. 4-stroke Mercury 50 hp outboard motor. Standard equipment with lots of extras. Trailer is a MacGregor M-26X, 1997, single-axle with surge brakes. Priced at $18,000/obo. Call (916) 371-3985.

SAIL-READY CORONADO 25. Clean, loaded, everything led aft. Double reef main, roller furling, genoa, race rigged, 6 winches, anchor, rod, shore power, VHS/VHF/DS, knotmeter, stereo, sleeps 5, microwave, galley, dinette, Nissan long shaft. $3,300/obo. Call (209) 465-1937.

LAGUNA 26, 1986. A well-loved one-owner boat. Maxi-trailer sailer. Queen aft bunk. 6-ft headroom. 3 jibs, spinnaker, VHF, new depth and log. Recent rigging. Honda 7.5. $7,995. Will deliver on like-new trailer. $1,950. Call (888) 708-6285.

MacGREGOR 26, 1987. Well maintained. New mainsail, CDI furler with 150% genoa, tiller, tiller-tamer, jacks, Porta-Potti, solar-powered vent. Cabin battery, cabin lights, AM/FM/CD, Windex, carpet, curtains. Lines led aft. 9.9 hp Johnson 4-stroke with electric start/built-in alternator. 2-burner stove, bow/stern rails, depthometer, knotmeter, compass, 2 bilge pumps, VHF, traveller, mainsail cover, 2 extra bags of sails, extra fuel tank. Trailer with new paint, lights, tires, wheels. $6,950. Call (408) 309-3700.

HUNTER 25, 1978. Very well maintained. 3'11" 1,800-lb fin keel. Depth and knot meters, radio, solar battery and charge other. 5 hp Nissan 2-stroke, 100 hours. Self-tending jib, etc. Berkeley Marina. $4,500. Call bob (510) 524-0105.

FOLKBOAT 25, 1958. Natural woodie with new Honda 5 hp 4-stroke. Overhauled spruce mast. Genoa, jib, extra main, two batteries, pumps, and charger. Keelbolts replaced. Website: <www.pbase.com/pato/folkboat_sailing> $3,000. Mike in Vallejo (707) 208-5916.

CATALINA 27, 1971. Dinette layout with custom galley, double sink, alcohol stove, marine head, wired AC and DC. New keelbolts, cabin top traveller, 4 sails including spinnaker, new running rigging. Sails great, set up to live aboard. Berkeley Marina. $6,000. Call (510) 486-2323.

J/80, 1993, HULL 25. 5 hp Yamaha. Bottom stripped/redone 2 years ago. New standing rigging and 2-year-old sails: Two .75 spinnakers, one 1.5 heavy spinnaker (offshore), main and jib in very good condition. Asking $29,000. Call David (415) 664-5423 or email: dpacchini@yahoo.com.

MARIEHOLM FOLKBOAT 26. Affordable, safe for family with young children. Stable, seaworthy, Swedish-built. Full lifelines. VHF, depthsounder, outboard. Marine survey available. Marina Bay Richmond berth. $4,950. Message at (510) 433-9763 or email: boat@doublesquids.com.

CATALINA 27, 1976. Dinette model. Rebuilt A-4, recent depth, knot, deck hatch, deck paint, thru-hulls, y-valve. Alcohol stove, ice box, whisker pole, cockpit cushions, tiller, gennaker. $4,500. Call (650) 728-7686.

SANTANA 27, 1969. Great condition with North sails. Honda 4-stroke. Teak interior floors, new interior cushions. Autopilot, radio, depthfinder, knotmeter, GPS, CD player, ice box, head and battery charger. $8,000/obo. Call (209) 525-9156.

BUY IT AND SAIL NOW. Pearson Ariel #206. Plastic classic, over-rigged well-equipped ugly duckling that sails like a swan. A-4 runs like a champ. Extensive sail inventory, spinnaker, gear, knot, depth, etc. $4,000/obo. (510) 639-7004.

CAL 2-27, 1976 with Atomic 4, new sails, compass, knot, depth, Bruce and Danforth anchors, 110/12v. Great condition with three-axle trailer. Located in northern New Mexico. $12,500/obo. Must sell. Call Phil (505) 776-1220 or (505) 758-1363.

COLUMBIA 28. Honda 9.9, wheel steering, 4 sails, full cover, windvane, marine head. Overall nice condition, not junk. Great-sailing Bay boat. Emeryville slip. $3,800. For pictures please email: seadamsus@yahoo.com or call (530) 644-5766 or (916) 799-4137.

MARIEHOLM INTERNATIONAL FOLKBOAT. Seakindly, easy to sail. North main, blade, Mylar 150, spinnaker plus older but good sails. New standing rigging 2002. New dodger. Cockpit led lines, autopilot, spare tiller. Lessons available for buyer from experienced instructor. (415) 509-5924.

MacGREGOR 26X, 1996. 50 hp 2-stroke Tohatsu. Furling genoa, extra jib, dual gas tanks, VHF, compass, cockpit cushions, bimini. Wheel and sail covers, boomvang, trailer/spare, solar vent, lots of extras. Alameda Marina. $16,500. Call (925) 462-0753 or email: kn6qt@mac.com.

MORGAN 28. 15 hp Westerbeke diesel, roller furling, sleeps 6. H/C pressurized water, electric head with shower, 3-burner stove/oven, BBQ, dinette, 6'+ headroom. We've moved and need to sell this great boat. *Second Wind* is berthed in Marina Village, Alameda. $16,000. Please call (831) 335-7630.

29 TO 31 FEET

CATALINA 30, 1982. TR, new rigging. BS, new. Diesel engine, dodger, GPS, autopilot, W/H, new main, new 165 jib, used 110, lines led aft, in-mast halyards, wheel helm, holding tank, inflatable, new bottom paint. Berthed at Fortman Marina, Alameda. $20,000/firm. (510) 521-0357.

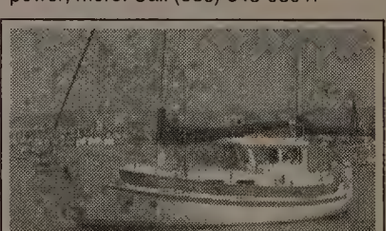
WANTED TO BUY OR LEASEBACK. 30-ft sailboat with inboard diesel, roller furling, in excellent shape. Ideal boats are Catalina, Yankee, Newport, Pearson. Boat will be used in a charter fleet and generate significant $$. Email: staff@spinnaker-sailing.com or call Drew (415) 543-7333.



ERICSON 30+, 1985. Bristol condition. New Yanmar 2GM20F engine, 100 hours. Wheel steering, Harken roller furling, new speed and depth instruments. Stereo, VHF radio, new head. Berthed South Beach Harbor, SF. $30,000. Call (650) 591-5901.

CAL 29, 1975. Wheel, diesel, roller furling headsails, lines led aft. Past YRA champion and Mexico veteran. Great family boat looking for a new family wanting to share memorable times on the Bay and beyond. $9,500/obo. Call Michael (510) 812-5470.

30-FOOTER BUILT BY MASTER craftsman Pat Albin in 1979 on Chuck Burns Bodega hull. A go-anywhere boat at 10,000 lbs. South Pacific vet. Roller furling, Aries vane, stove, GPS, anchors, chain, many winches, solar panel, OB power, more. Call (530) 343-9391.



FISHER 30 MOTORSAILER. Complete refinish / refit. See website for details: <http://www.fisherlionheart.net/> $56,000. Call (408) 398-4057.

NEWPORT 30, #1035. Original owner, well maintained. Many current updates: Furling jib, battery charger, diesel heat exchanger, master control panel, water filter. Berthed at OYC, Alameda. Call (925) 934-1897 for a look see.

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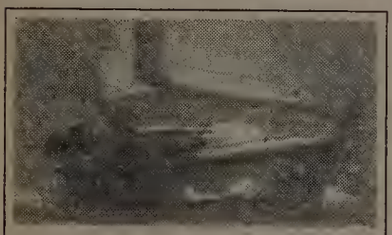
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PEARSON 30, 1975. In great shape. Fast and fun. Atomic 4, VHF, GPS, depth, speed. Sails: 90, 150, gennaker, 2 mains with jiffy reef, all in good condition. New: Batteries, bottom, prop shaft, running rigging and extras. $9,500. Call Matt (510) 847-2778.

31-FT CUSTOM STEEL, 1995. Brent Swain design. Built in BC, Canada. Tough, go-anywhere sloop. Volvo Penta MD-2 diesel. New Beirig Camberspar jib. Shallow draft, twin bilge keels. Manual windlass. Wood-burning, potbelly stove. $15,950. Call (415) 717-0731 or email: loren_sorensen@yahoo.com.

ULDB 30, 1977. Race pedigree. One main, two genoas, three jibs, three spinnakers. Alameda Marina drydock. $7,000/obo. 2003 Nissan 6 hp, $700 with boat. Call Paul (661) 331-4488 or email: plharness@earthlink.net.

CATALINA 30, 1980. Excellent condition. New: Standing rigging, furler, lifelines, bottom, canvas, survey. Equipment: Wheel steering, diesel, Autohelm, cockpit cushions and table, depth gauge, stereo, anchors. Very nice boat. Jack London Square berth. $22,500/obo. Call Dave (510) 498-1123.



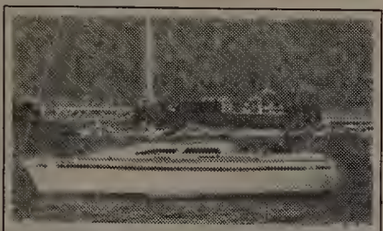
CAL 29, 1972. Excellent condition. New roller furling jib, new lifelines, rebuilt Atomic 4. New spreader, new main halyard, CNG oven/stove, 2 CNG tanks. New head. Berth B037, Ballena Isle Marina. Asking $10,000/obo. Call Bill Malmberg (408) 356-5063.

RANGER 29. Beautiful, swift, lovely. Full set of racing and day sails. An easy day sailer with new North jib on roller furling. Plus 3DL racing sails. Atomic 4 runs great. Way too much more for this space. $14,500. Alameda, CA. Details by email: patrick_blayz@sbcglobal.net or call (408) 744-0498.

CATALINA 30, 1983. Homeported Marina Vallarta in Puerto Vallarta, Mexico, Slip C-18. Very clean, loaded, all cruising gear. 11-ft dinghy and engine, spares, biminis, GPS, VHF, 25 hp Universal diesel. $24,000. Email: capitanbruce@aol.com or call (909) 337-8757.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel. Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Temporarily berthed at South Beach Marina, SF under charter. $49,000/obo. (510) 226-8873 or email: wkcho@ix.netcom.com.

CATALINA 30, 1981. $18,500. Lectra-San, water heater, diesel engine, refrigerator, VHF, knotmeter, depth gauge, multi-stage battery charger, furling jib, winter cockpit cover. Liveaboard berth, Oyster Cove Marina, SSF. Call Dave (650) 588-2886 (days) or (650) 834-3837 (eves) or email: jakezbubba@aol.com.



ANDREWS 30, 1985. MORC racer-cruiser from Alan Andrews, PHRF 120. Masthead rig, new Navtec rod from Hansen Rigging. Recent bottom job from Svendsens, maintained by FastBottoms. 9 sails: North, UK, Sobstad. Volvo, Spectra halyards, new spin sheets, GPS, tillerpilot, Nexus instruments, VHF, galley, offshore gear, porta- head, and more. Fast, dry, solid offshore performer. Asking $18,000. Located in Alameda. Moving to Seattle so must sell. See more at website: <http://home.covad.net/~grittger/powerplay/index.html> or email: grittger@yahoo.com.

BRISTOL 30, 1972. Current appraisal at $9,500. Fire sale: First bid over $7,500 gets her. Full keel, cruising sails, Monitor windvane, gel batts, tiller, jackets, safety gear. Solid Bay cruiser. Atomic 4, great shape. Needs paint, TLC. Have kids, no time. Call Tai (415) 924-4325 or email: taisheridan@comcast.net.

CASCADE 29, 1973. Volvo Penta MD2B diesel, needs some attention. New shaft/prop/bottom, Jan. 2003. Moving inland, priced to sell at $10,000. Strong cruiser. (707) 373-0976 (cell). Leave message if no answer.

CATALINA 30, 1989. Excellent condition, newer Pineapple main and jib, new Schaefer roller furler. Totally rerigged by KKMI, 1999. Whisker pole, adjustable backstay, Cunningham, new forward hatch cover, diesel just serviced, Autohelm. Not raced. Located Marin. $36,500. Call (208) 720-0223.

CAL 29, 1973. Complete Atomic 4 rebuild 2003, still under warranty. Lines led aft, anchor roller, EZ Jacks. Dodger, cockpit awning, swim ladder. Stove with oven, pressure water. Spinnaker, roller furling jib and genoa. Clean. $14,500. Call (510) 654-3903.

ERICSON 30, 1969. Classic sloop. tiller with Yanmar 20 freshwater-cooled diesel, varnished interior with new cushions. 6'2" headroom. 3 jibs, autopilot, extras. Lying Alameda. $8,000/obo. (510) 347-2344.

ALBIN BALLAD 30, 1978. Roller furling main and jib. 13 hp Volvo, just serviced. Autotiller, folding prop, swim ladder, fishfinder, 2 VHFs. Stable, swift, dry and comfortable. Appraised 02/02 at $17,500. Motivated seller, asking $14,000. Email: gypsy@4jp.info or call (510) 390-3572.

ERICSON 29, 1971. Ready to go. Over $8K invested in 2003: New standing rigging and Harken RF (Svendsen's); new sails: Quantum full-battened main and 110 RF jib; new Garhauer traveller, boom vang, rope clutches; new running rigging; A4 overhauled and new Indigo prop installed; bottom stripped and painted. Rest is cosmetic. Sails great: fast, stable and fun. Good family boat. Owner moving up. $14,000/obo. Call Tom (650) 324-3456 or email: tboussie@symyx.com.

BUCCANEER 30, 1979. Hauled, painted, and surveyed 2/03. Roomy cruiser, inboard Volvo, great for liveaboard. Includes dinghy. $13,900. Monterey. (831) 394-3995 or email: darcywheeles@mindspring.com.

COLUMBIA 30 SLOOP, 1973. Excellent condition vessel with good running inboard, new batteries, wheel steering, dodger with bimini, Lee cloths. New VHF, fireplace, new interior cushions, etc. In turnkey condition. Very roomy liveaboard. Asking $9,000. Call (510) 757-5815.



TRIPP 30. Beautiful, well-built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanding and ease of control. Located in Sausalito, CA. Asking $24,900. Wayne (310) 551-2800 ext 204 (wkdays) or (310) 804-1322 (eves/wknds).

CATALINA 30. XP25 diesel, 200 hours. MaxProp, refrigeration, 4 AGM batteries, furler, etc. Many custom improvements. Extensive equipment list and pictures for emailing to informed, qualified principals: mikejh@pcmagic.net. Priced to out-value the competition. Check it out at $31,000.

PETERSON 30. $18,000/obo. Racing/cruising tall-masted sloop. 1/2 tonner. 13 hp Volvo/Penta diesel. Furling jib, two headsails and main, full rigging. Full galley, 12 gals water and fuel. 6'0" headroom and 12'3" beam. New water-tight windows. Email: rrmrrmrrm@hotmail.com or call (415) 515-0093.

CAL 29, 1976. Wheel, two sets of sails. Solid Bay boat. Great times on the Bay. Docked in Alameda. $11,900/obo. Call (559) 960-5066.

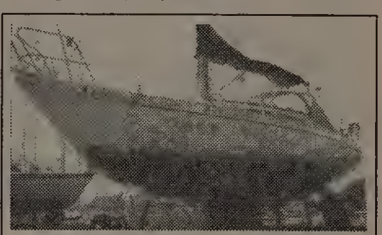
NONSUCH 30 CLASSIC, 1979. Quality reputation. Enormous interior, 6'4" headroom. New LPU, bottom paint, tanks, plumbing, electrical, thru-hulls, panelling, portlights, hatches and instruments. Unstayed cat rig for performance and easy singlehanding. No blisters. Serious headturner. Rebuilt Volvo diesel and saildrive. See NS30 at <http://www.eastlandyachts.com/nonsuch.html#Anchor-30> Seller distressed, boat is not. Finishing touches in progress. Asking $35,000 ($20,000 below market). Owner (510) 499-9211.



CAL 29, 1973. Just refurbished. New interior, bottom. Major engine overhaul. Cruise or race equipped. Motivated seller. Some financing OK, some trade OK. $19,500. Call (925) 787-4676.

CATALINA 30, 1983. New 20 hp Beta Marine diesel. Wheel steering, furling jib, CD player. New cockpit cushions, tender with electric motor, new lines, excellent condition. Sausalito. First $30,000 takes her/obo. Doug (707) 364-1250.

ERICSON 30+, 1983. 7 sails: 2 mains, 4 genoas, spinnaker. Harken furling, 7 Barient winches, B&G instruments, Autohelm, VHF, Loran, gel charger, diesel, Martec prop, pressure water, refrigerator/freezer, propane stove. Sleeps 6. $27,500, See: <http://home.earthlink.net/~indig> Call (925) 367-6250.



ALBIN BALLAD 30, 1978. Swedish built fin keel sloop. Volvo diesel, dodger. New mainsail, full suit of headsails and spinnaker. New radar, GPS, new upholstery, beautiful interior. Avon inflatable with motor. Ready for Bay or beyond. $20,000. Call (707) 477-6980.

PEARSON 30, 1975. Atomic 4, quality-built basic boat, very good condition. Alameda berth. $12,500. Consider trades, RV, powerboat, PWC, car, etc. Call (510) 748-0989.

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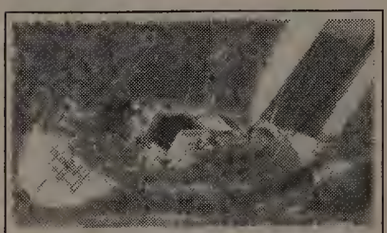
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NEWPORT 30 SLOOP, 1979. Yanmar 10 hp diesel, bottom painted 2001, new cushions 2001, 5 sails, propane stove/oven, more. 6'0" headroom, sleeps 6. Pier 39 berth, slip option. Ready to sail. Pictures, more info: <http://www.physics.sfsu.edu/~senglish/boat.htm> $16,500. Call (415) 310-3450 email: senglish@stars.sfsu.edu.

CATALINA 30, 1980. Wheel steering, 2003 bottom paint, knotmeter, depthfinder, hot water, refigerator, cockpit cushions, full dodger. Atomic 4, new exhaust, VHF, updated interior, self-tailing winches, extra sails. $20,000. Call (707) 426-5279 or (707) 447-2464.



CS30, 1985. 3 roller furler jibs, spinnakers, wheel, dodger, autopilot. Volvo diesel, propane, 2 anchors, BBQ, Loran. Standing rigging replaced in 2001. Solid teak interior, new bottom in 2003, original owner, all records. Asking $27,000. Please email: md@discrobotics.com or call (530) 692-2569 (eves).

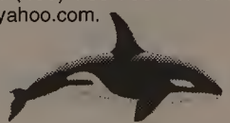
CATALINA 30, 1980. New standing and running rigging 2002. Garhauer traveler and boom vang, wheel steering, lines led aft, roller furler, diesel engine. Pics and more info at <www.erols.com/konawalik/catalina30> $18,500/obo. (415) 378-3342.

HUNTER 28.5, 1985. Must sell. $16,999/obo. Well maintained with new genoa in 2002, bottom job 3/04, wax/polish 3/04, new Yanmar 2GMF in 1995. Family owned, mostly in freshwater. Roller furling, GPS, VHF. Call Rob (775) 225-1502.

ISLANDER 30 Mk II, 1975. Harken RF and jib, new in 2000. New standing rigging in 1997. Volvo Penta diesel in good condition. Recent survey and bottom job. VHF, depth, windspeed, knot indicator, Loran, and more. Comfortable accomodations. $15,900/obo. (530) 241-5630.

ISLANDER BAHAMA 30, 1980. Excellent condition, many extras. $21,900/obo. Located in San Francisco. For more info see: <http://www.mjasolutions.com> follow 'sailboat' link. Call (650) 298-9043 or email: islandersavuti@yahoo.com.

COLUMBIA 29 Mk II. Yanmar 30 hp diesel with 300+ hours. Full batten mainsail, Dutchman flaking system, Scheifer roller furling jib. 9-gallon holding tank, VHF, depthsounder, much more. $13,000. Please call (408) 733-7961 or email: drgerken@yahoo.com.



32 TO 35 FEET

WESTSAIL 32, 1977. Ser. #726. Structural improvements done. New Volvo 40 hp diesel and MaxProp in 1999. Radar, Monitor vane and more. Good condition, very clean below. $47,500/obo. Possible Berkeley berth transfer. Call for details. (916) 722-6300 or (916) 798-5140 (cell).

HUNTER 35.5, 1989. Great condition. Spacious, clean. Sleeps 6+, teak/holly sole, refrigator, stove/oven, microwave. New BBQ, stereo, bottom paint 2003. Fast, comfortable cruiser. Marina Bay. $49,000. Call (916) 359-7416 or (916) 718-0923 (5/1 to 5/12 or 5/22 to 5/31).

PEARSON 35, 1969. Bullet proof, good condition, never any blisters. New: Yanmar 3-cylinder diesel, rigging, Monitor windvane, dodger, solar panel, electrical system, freshwater system, lifelines, offshore registered EPIRB, GPS, windlass and much more. Hard dink, Avon with outboard. She sails easily shorthanded. Cruise ready and can sail anywhere. Located Santa Cruz. $25,000. Call Captain S. Kelly (408) 848-3470.



BENETEAU 35, 1998. Excellent condition, clean and lovingly maintained. Fully equipped. 4 sails. Yanmar 27 hp engine with 190 hours. Furling jib, electric windlass, Autohelm electronics, GPS, VHF, microwave, 2-burner propane stove and oven, refrigeration, propane BBQ, cockpit cushions, swim platform. 2 berths, sleeps 6. 2 showers. AM/FM stereo, 12-disk CD changer, cabin and deck speakers. Fantastic daysailer, racer, weekend cruiser or extra-comfortable liveaboard. $99,000. Call Jon (415) 860-6682 or email: sailor_jon2000@yahoo.com.

SAMPSON C-MIST. 32' x 11' x 5'. Skookum, double-end, 5,000# lead, integral deck. Armature over-spec, professionally plastered, build surveyed 1976. Alum/ss cutter, 6 sails, 6 winches, 1,200' 5/8" nylon, 100' chain, 2 Danforths. At Charleston, OR. Needs overhaul. $10,000/obo. (541) 756-2741.

SPENCER 35, 1964. Graceful, fiberglass cruiser. Mexico/offshore veteran. Radar, windvane, autopilot, EPIRB, Yanmar diesel, GPS, VHF, inverter, 7 sails. 2004 survey and bottom paint. Beautiful mahogany interior, propane stove/oven and heater, dodger/awning. $33,000. (805) 807-0834 or email: whistledown@hotmail.com for photos/specs.

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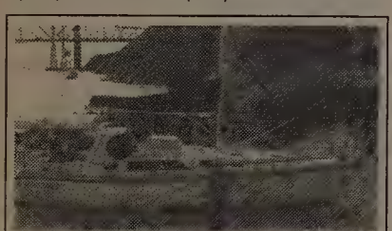
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PASSAGE 35, 1981. Double-ender, cutter rigged sloop. Wheel steering, windvane, autopilot, radar, 90% complete. 7 sails, 9 self-tailing winches, new Volvo diesel engine 2002. Located Santa Cruz Yacht Harbor. $24,000. (831) 476-3910.



PACIFIC SEACRAFT PILOTHOUSE 32, 1994. Outstanding sail performance. 360° visibility. Well equipped: Yanmar, Sailprop, Espar, Raytheon, roller furled genoa. Comfortable, sleeps 5. Excellent condition. Bellingham, WA. $137,500. Call (360) 671-1040 or email: rbwood37@msn.com.

CATALINA 34, 1994. Wing keel standard rig. Universal M35 30 hp diesel with 1,050 hours. PSS dripless, Balmar alternator, Smart regulator, Heart 1800 inverter/charger. 430 AH batteries, VHF, SSB, GPS, EPIRB, depth, speed, AM/FM/CD. Full batten main with dutchman flaking, Schaefer roller furling 95%,135% head sails. Propane stove, Force 10 heater, Adler-Barbour fridge, microwave, H/C pressure water, cockpit shower, windlass. 35# CQR. New dodger, sailcovers, fuel tank in 2002. Bottom paint, survey in 3/2003. New fridge, propane heater, cabin sole, new batteries, berth cushions, cockpit Bottomsiders in 2004. $70,000/firm. (510) 594-8550 or (510) 501-4384.



HUNTER 34. 22 hp Yanmar. Full batten main, Profurl 110% jib, semi-hard dodger, bimini. Autopilot, GPS, davits, radar. Propane stove, full home TV/stereo, microwave. 120 amp alternator. Cruise ready. Panama Canal certificate. See website: <www.hunter34.net> $49,900. Call Russ (925) 408-0939.

ANGLEMAN 35 LOD KETCH, 1967. Recent haulout, extensive refit with new paint, thru-hulls. 2 sets sails, self-tending jib. Classic liveaboard bluewater cruiser. Albin 20 hp diesel, fireplace, electric windlass, 12/110, ICOM M120 VHF, Ritchie compass, knot/depth/temp, new props. New H20 heater, head, plumbing, pressure H/C, four batteries, fridge, micro, TV, CD/DVD. Ampac liferaft, extra lines, chain, Danforths, PFDs. Skylights, alcohol stove. Possible Glen Cove slip transfer. Much more. $24,000. Call (707) 333-1490 or email: mcholewi@sftp.com.

CATALINA 320. Like new, pristine beauty inside and out. Yanmar diesel, low engine hours. Roller furling jib, adjustable fair lead cars led aft, fully battened main with two reef points. Dutchman, GPS chartplotter, Raytheon Autohelm, wind, depth and knotmeter. Anchor windlass. All lines led aft, great singlehander. New dodger and bimini. New bottom paint, just waxed, professionally maintained. Stereo, two sets cockpit cushions including stern rail cushions and seats, beautiful interior, brand new fitted sheets. $79,500. Please call (510) 208-5466.

WESTSAIL 32, 1973. Factory finished, Volvo 36 hp, windvane, solar panels, depth, VHF, bimini, awning, GPS. More info at <http://www.icgrowth.com/amable> $31,500/obo. Call (415) 289-0580.



SANTANA 35. Cruise in style or race to win. Best Santana 35 on the Bay. Excellent condition, KeVlar sails, rebuilt engine and great slip in San Francisco. This boat will sell quickly at $31,500. Call Mike (408) 210-2773.

HUNTER 33, 1980. Great boat. New headsail with furler, new mainsail with stack pack. Bimini, Yanmar diesel. Very clean, dry boat. $24,750. For pictures please email: mlockridge@firstam.com or call (925) 980-1771.

ESTATE SALE: CAL 33, 1972. Volvo MD7B diesel, runs well. Sloop rigged, tiller, needs work but may be enjoyed right away. Hauled 4/04, bottom maintenance, cutlass bearing, etc. Located Oyster Point, South San Francisco. $18,000/obo. Call (541) 490-0577 or (541) 297-2418.

CATALINA 34, 1988. Good condition. New canvas dodger and sail cover, bottom paint and refrigeration in 2003. Autopilot, propane stove and oven, shower, cruising drifter and more. Located in Richmond Bay Marina. $55,000. Call evenings (916) 744-1567 or (916) 761-5846 (wknds).

WESTSAIL 32. Fully operational, needs some refit for cruising. Factory spruce spars, teak decks, 10 bronze portholes, diesel heater, B&G instruments, Autohelm 2000, windlass, 3 anchors, chain, 5 batteries. Volvo MD2B, refurbished sails. $31,500. Call (925) 938-6235 or visit <http://home.comcast.net/~panacea-iii/>

C&C 32, 1982. Rod rigging, roller furling, H/C pressured water, battery charger and Yanmar diesel. $26,000. (916) 731-8505.

WESTSAIL 32, #609. Factory-finished with custom interior, lots of light below. Redone teak decking and new plumbing. New bowsprit, chainplates, standing rigging, etc, which need assembling. Needs mast. Must sell. $37,500/obo. Call (360) 939-0335.

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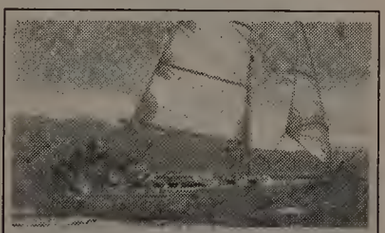
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36 TO 39 FEET

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ISLANDER 36, 1973. Hull# 3393. Original owner. Clean with very low use. Original sails, deluxe spinnaker package, mast and mast step perfect. 18 hp Volvo diesel, 20 hours. Electronics: Original VHF, RDF, knotmeter, depthsounder. Sails: two 150 genoas (light and heavy), one working jib, one storm jib, drifter, 135 genoa. $29,000. Call (415) 440-4545.

BENETEAU 393, 2002. A great bluewater cruiser, *Manitou* has been professionally maintained and features many upgrades. For all details, specs and equipment list with images please visit website: <www.manitou393> Located in Marina del Rey, CA. Call Paul (310) 578-6722 or email: pgwhitehead@aol.com.



ISLANDER FREEPORT 36, 1978, *PLAN B.* Mid-cabin queen berth. Perkins 4-108 diesel, low hours. Self-furling jib, good condition main. Underdeck Simrad autopilot. LectraSan. Adler/Barbour reefer. LPG stove. Wood stove. San Rafael, CA. $65,000/obo. Call (415) 531-0580 or email: public@misuse.org.

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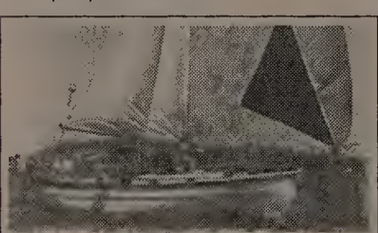


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ENDEAVOUR 37, 1979. Floor plan A. Sail-away price, $34,000. Berth at San Leandro, CA. Please, serious inquiry only. Call (661) 619-1049.



UNION 36, 1981. One-owner boat, regularly maintained, log available. Single Perkins 4-108. Full boat cover. Many recent upgrades. Excellent cruising and liveaboard vessel. $78,000. Email or call for full specs and additional photos. islandarchitect@centurytel.net or (360) 378-2520.

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HERE IS A GREAT DEAL on a 39-ft Yorktown aft-cockpit sloop. This boat was built for long-distance sailing and is loaded with features. It needs some cosmetic work and the usual haulout and some new batteries. Low hours on a Perkins diesel. No reasonable offer refused. For those who want a nice big boat but can't swing the financing, I might be willing to carry a note or lease-option it under the right circumstances. Tiled counters and head are some of the features. Located at San Leandro Marina. Call (209) 368-6279 to make a deal. Ask for Paul.

PEARSON 365 KETCH. Over 30K in upgrades including fireplace, new interior, Awlgrip, autopilot, dodger, Zodiac, sailing dinghy, 10 bags of sails including 2 spinnakers. No sales tax. $49,500. Bern (831) 438-1506 or email: Bern@sb-property.com.



LANCER 36. Excellent liveaboard, lots of room, sleeps 6. 3-burner Force 10 propane stove, microwave, hot water, new electric head. Lots of beautiful teak inside. 3 sails in good condition. $36,000/obo. Call Jess (415) 810-0419 or email: jessgunther@yahoo.com.

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FREEDOM 36, 1987. Clean, well maintained. 2 cabins, 27 hp Yanmar diesel. Full electronics. Stayless carbonfiber mast, self-tacking jib and centralized lines for singlehandling. Many custom upgrades interior/exterior. New mainsail and Awlgrip paint. Bluewater, liveaboard. $90.000/obo. Please call (510) 507-3177 or email: laguzoffwind@hotmail.com.



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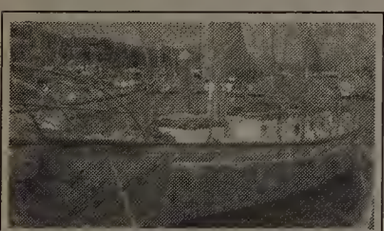
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C&C 37R, 1989. PHRF rating. Great racer/cruiser. New: Nonskid, furler, Harken main batcar system, dodger/covers, lifelines, interior floors. All deck hardware/hatches resealed, rebuilt hydraulics, custom king-size bed, sail inventory, much more. $112,000/obo. Kevin (415) 305-9029.

PEARSON 390, 1972. Center cockpit, shoal draft. Low hours on 1999 diesel. Great mainsail and asymmetrical spinnaker. Radar, VHF, oven. Vacuflush head with holding tank. EPIRB. Comfortable liveaboard. Fun Bay boat. Good shape. New bottom 05/03. $41,000. (650) 557-0533 or email: tedbob9999@hotmail.com.

SHANNON 37 KETCH, 1987. Immaculate, semi-custom cruiser with furling main and jib. 40 hp Perkins, 5kw generator, A/P, SSB, CD, A/C, radar, GPS, VHF, liferaft, dinghy with 5 hp and much more. Cruising-ready. See: <www.gypsyreport.com> $159,000. Call (415) 793-7224 or email: kitcody@yahoo.com.

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CATALINA 38, 1983. Diesel, autopilot, GPS, spinnaker, epoxy bottom. Santa Cruz. Will deliver to SF Bay. $49,000. Call (831) 426-8939 or (831) 818-0992 or email: homersail@aol.com.



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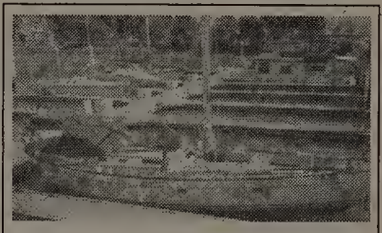
TARTAN 41, 1972. Beautiful racer/cruiser. Westerbeke, low hours. Good sails, spinnaker, furling, ST winches, nice interior, spacious, new upholstery, new dodger. Force 10 oven and heater. SF Bay. See: <http://www.sonic.net/~abraxas> $62,000. (707) 696-3763 or (707) 935-6292 or email: allen_brinkman@agilent.com.

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MORGAN 41 OUT ISLAND, 1973. Center cockpit, spacious aft-cabin, comfortable offshore cruising sloop. Roller furling, new mainsail, dodger, bimini, VHF, new inverter, diesel in perfect condition. Prime location 45-foot Emery Cove slip, Emeryville. $55,000/obo. (510) 484-6811 or email: IrisGP17@aol.com.

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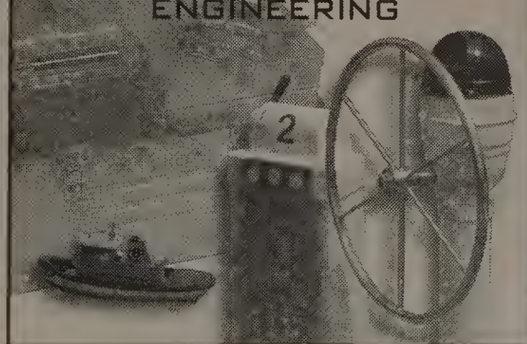


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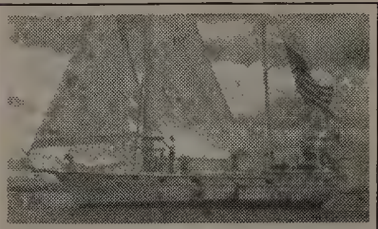
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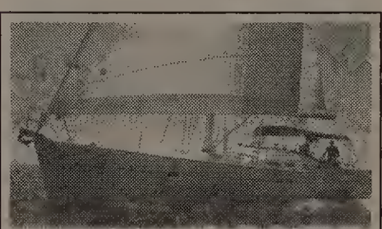
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HUNTER LEGEND 45, 1988. Alaska vet, ready for Mexico. Northern Lights genset, solar panels, radar, windlass, plotter, watermaker, kerosene heater, dodger, autopilot, inverter, sun shade, custom dinghy launcher/davit, Montgomery sailing dink. New interior, super clean, fast, roomy. $110,000. Call (916) 315-1975.

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CHEOY LEE GOLDEN WAVE 42. $120,000. Lying Washington, DC. Fully equipped and ready to cruise. Equipment too extensive to list. Check it out at <www.dave-jan.thecrenshaws.net/boat_information.htm> (202) 646-0095.



BENETEAU 50, 1996. Registered Nov. 1995. Bruce Farr designed hull. Major rework in March 2003. Radios, instruments, sails, running rigging, LP paint. $235,000/obo. Call for complete information. (909) 360-7534 or (480) 396-8606.

CUSTOM ISLANDER 41, 1979. Wind generator, 20 gph watermaker, freezer, electric windlass, 2 autopilots, solar panels, radar, davits. 10-ft Caribe, Ham, roller furling. Hauled October 2003. Hull LP'd January 2004. Pictures at: <http://tinyurl.com/2r55b> $69,000. Call (562) 537-7784 or sailmakai@hotmail.com.



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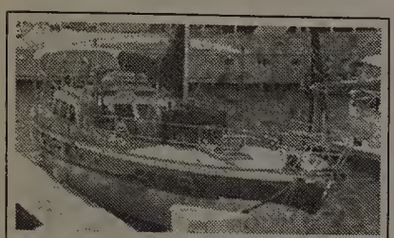
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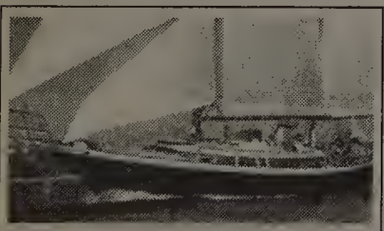


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FREEDOM 40, 1981. Cat ketch. Aft cockpit, unstayed carbon fiber masts. Many custom features. Fully equipped for cruising/liveaboard. Includes: Refrigeration, inverter, watermaker, AP, electric windlass, solar. Radar, GPS, SSB/Ham, VHF. Recent survey. San Francisco Bay. See: <www.geocities.com/fantasysail> $125,000. (650) 922-4345.



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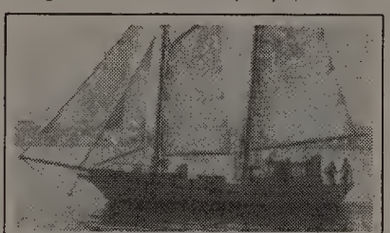
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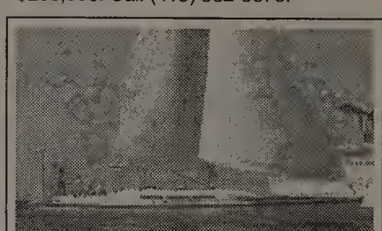
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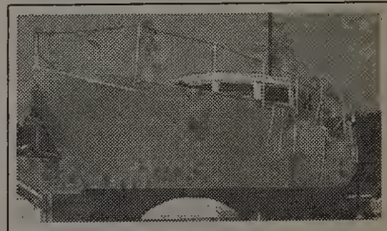


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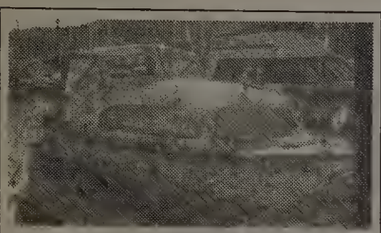
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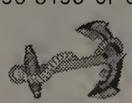
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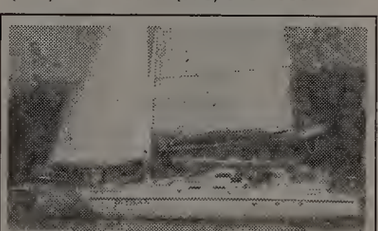
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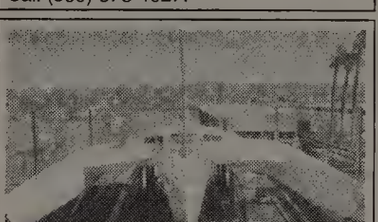


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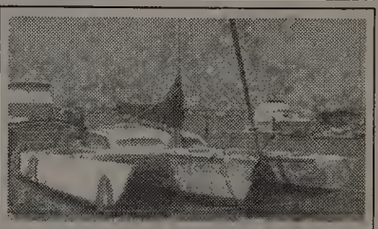


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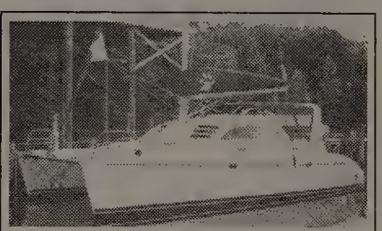


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CORSAIR F-24 Mk II, 1998 with 8 hp Honda and trailer. Excellent condition. See website for details <http://home.att.net/~bibebu2/index.html> Located near Portland, OR. Call Bill (360) 256-6930 or email: at bibebu@att.net.



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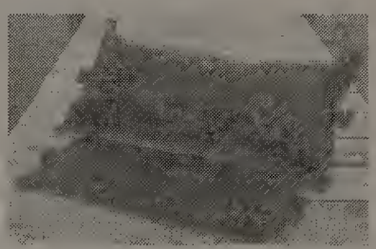
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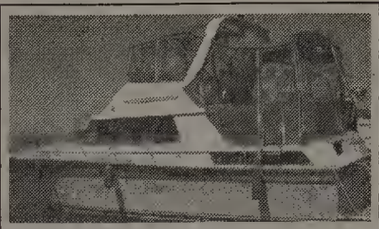
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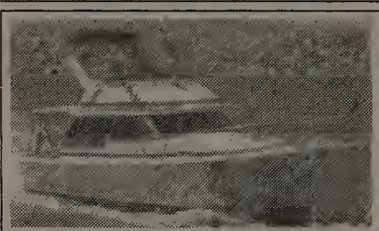
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30-FT UNIFLITE HARDTOP CRUISER in glass, 1962. Ford single diesel, 1993, 380 hours. Hauled 8/03. Legal head, sleeps 4, nice shape, roomy. $9,700. Also 160' of Buell dock, 8' wide, nice, $1,800 or part. Call (510) 261-7021.

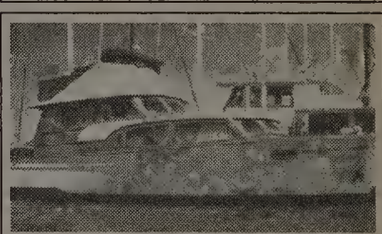


CHB 34 TRAWLER, 1978. Excellent liveaboard or Bay/Delta cruiser. Fiberglass, teak interior. Two double cabins, each with head/shower. Main salon, full galley, inside helm. Flybridge deck. Low hours Lehman diesel, 300 gal fuel, 200 gal water. $53,000/obo. Call Noah (415) 239-4766.

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CHRIS CRAFT 38 COHO, 1974. Cockpit motor yacht. Paragon 427 gas engines, radar, 2 depthsounders, 2 heads, fore and aft cabins, sleeps 6. Includes Avon dinghy with outboard. Use current liveaboard slip. $55,000/obo. Redwood City. Call (650) 703-1492.



40-FT RICHARDSON, 1958. Flybridge, huge salon, nice interior, large shower. Hot water, LectraSan, fridge. 1 engine OK, 1 apart. Tight hull, will need transom work. Great project, all there. In San Francisco. $3,500/obo. (650) 743-6967 (eves/msg).

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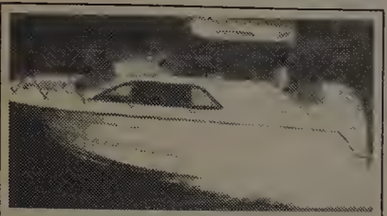
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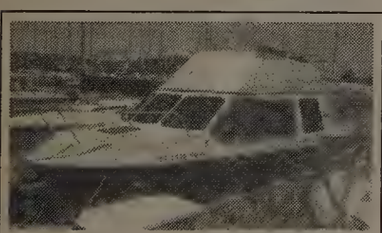


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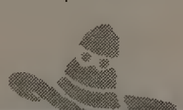
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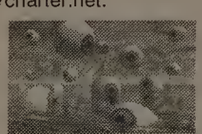
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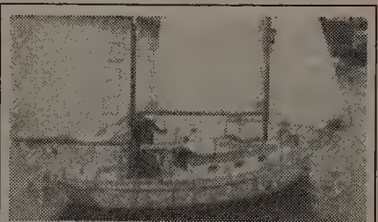
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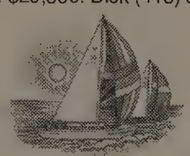
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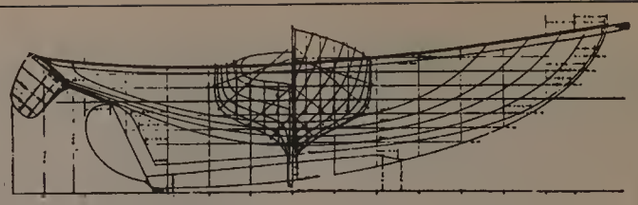
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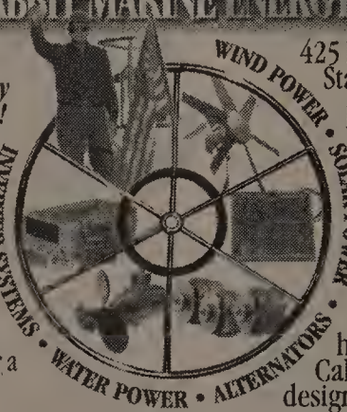
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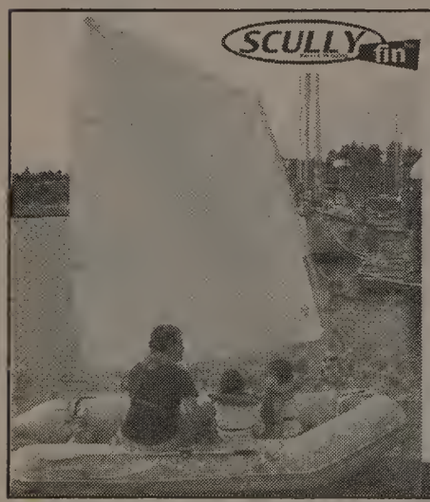
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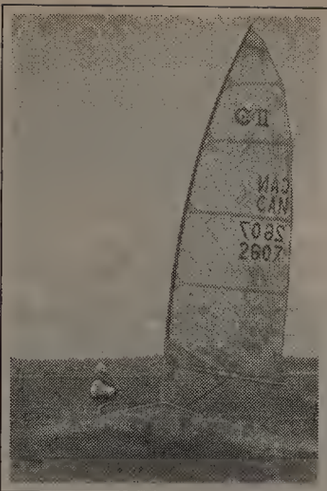
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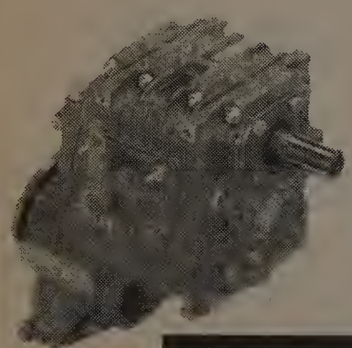
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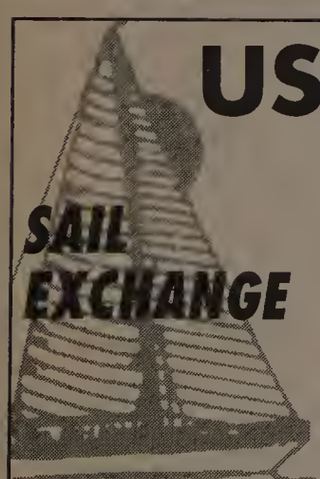
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ADVERTISERS' INDEX

ABC Yachts 242
ACC Marine 182
Agape Villages 193
Alameda Prop & Machine ... 171
Almar Marinas 101
Alpha Marine Systems 220
American Battery 193
Andersan's Boat Yard 30
Aqua Marine 167
Bair Island Marina 157
Baja Naval 166
Ballena Bay Yacht Brokers 22
Ballena Isle Marina Coop 137
Ballenger Spars 150
Barillas Marina 207
Bay Island Yachts 9,220
Bay Marine Diesel 222
Bay Propeller 96
Bay Ship & Yacht 51,226
Bay Side Boatworks 230
Beowulf Press 53
Berkeley Boat Sales 234
Berkeley Marina 145
Berkeley Marine Center 49
Beta Marine Engines 74
Bluewater Insurance 98
Bluewater Network 220
Bo'sun Supplies 231
Boat US 10,25,145
Basun's Charters 193
Bottam Siders 94
Bay Scauts Pacific Harbors .. 238
Bay Scauts San Francisco 234
Brisbane Marina 77
British Marine 10
Brunas Island Resort 206
Bulwagga Anchar 231
C Cushions 163
Cabrilla Yacht Sales 238
Cal Maritime Academy 104
Cass' Marina 36
Chula Vista Marina 211
City Yachts 17
Clipper Yacht Harbor 180
Club Nautique 56
Coast Marine 151
Coastal Cup 182
Cover Craft 213
Cayote Point Marina 184
Cruising Charts 222
Cruising Direct Sails 163
Cruising Specialists 58,60,61
CYOA Yacht Charters 190
Danard Marine Products 208
Davis Instruments 89
Desolatian Sound Charters .. 193
DeWitt Studio 192
Diesel Fuel Filtering 171
Dimen Marine Financing 80
Discovery Yachts 233
Doyle Sails 57
Dri-Diver 212
E Paint 10
Easom Rigging 185
Edensaw Woods 70
EM Design 222
Emery Cove Yacht Harbor 89
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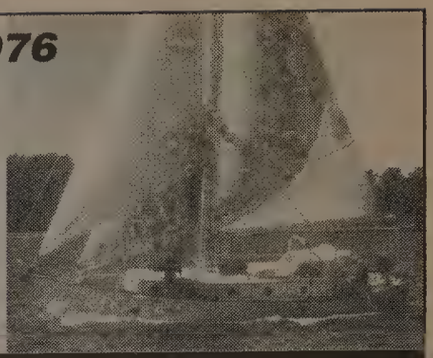
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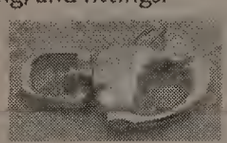
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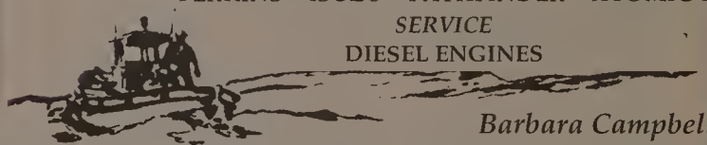
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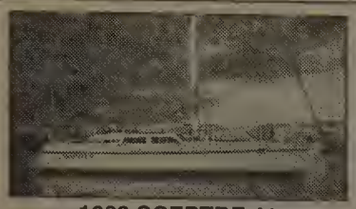


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ADVERTISER'S INDEX - cont'd

Essex Credit Corp. 69
Farallone Yacht Sales 18
Farr International 79
Fitzgerald, Abbott & Beardsley 98
Flying Cloud Yachts 23
Foam Creations 151
Foley Marine Engines 231
Forespar 68
Fortman Marina 42
Fowler Insurance Agency 222
Fujinon, Inc. 86
Gallagher & Lindsey 233
Garhauer Marine 67
Gentry's Kona Marina 226
Gianola & Sons 192
Glacier Bay 144,228
Go Cats 191
Golden State Diesel Marine .. 232
Grand Marina 2
Grand Prix Sailing Academy 183
H.F. Radio 54
H&S Yacht Sales 7
Hansen Rigging 232
Harbor Boats & Supplies 234
Harbor Island West Marina . 209
Harken 93
Hayn Marine 150
Haynes Sails 224
Helms Yacht & Ship Brokers ... 24
Helmut's Marine Service 96
Henderson Marine Supply ... 212
Hidden Harbor Marina 12
Highland Rigging & Stainless 232
Hogin Sails 166
Hood Sails 81
Hydrovane 52
Interlux Yacht Finishes 103
Isotherm 90
It's All About Sewing 48
J/World 71
Jack Rabbit Marine 230
Jack's Boat Sales 240
Katadyn 159
Kensington Yachts 240
Kissinger Canvas 95
KKMI Boat Yard 13
Lager Yachts 232
Landfall Navigation 47
Larry R. Mayne Yacht & Ship Broker 238
Larsen Sails/Neil Pryde Sails 100
List Marine Enterprises 159
Loch Lomond Marina 143
Lowrie Yacht Harbor 136
Makela Boatworks 230
Marina Real 30
Marina Village 131
Marine Engine Co. 230
Marine Servicenter 86
Mariner Boat Yard 55
Mariner's General Insurance .. 64
Maritime Institute 156
Marotta Yachts 241
MaxSea 53
Mazatlan Marine Center/PV Yachts 20
McGinnis Insurance 213



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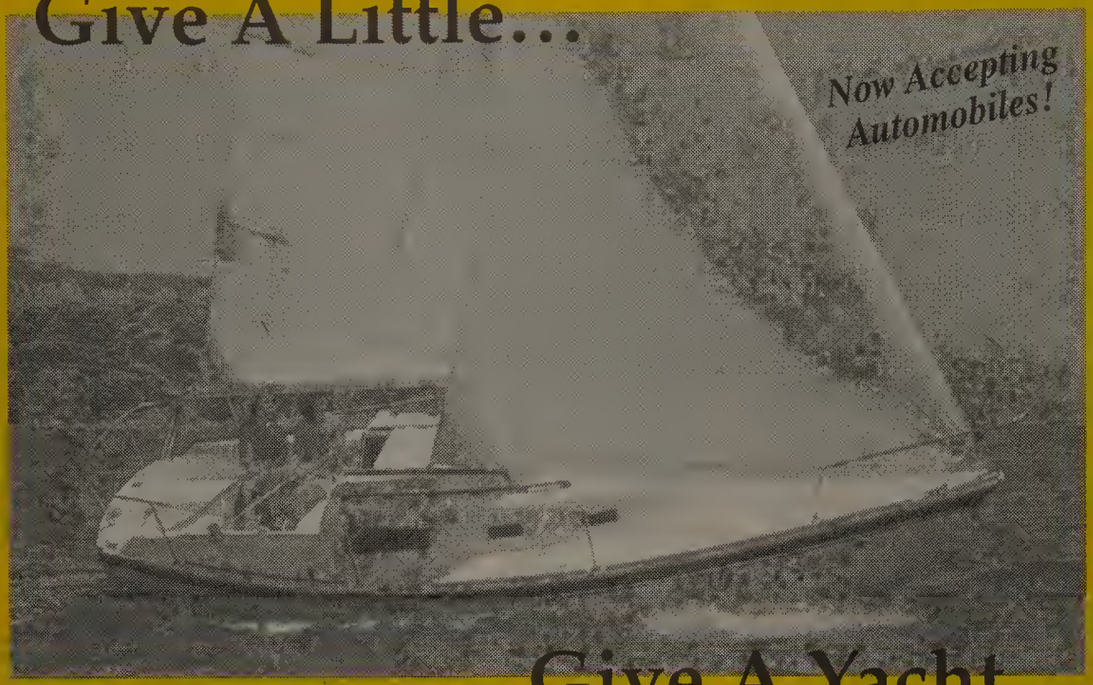


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ADVERTISER'S INDEX - cont'd

McGrath Pacific 237
Model Sailing Center 181
Modern Sailing Academy 88
Manterey Bay Canvas 159
Mystic Stainless & Aluminum, llc 157
Napa Valley Marina 205
Nelsan Yachts 38,39
Nelsan's Marine 244
New Era Yachts 239
Narpac Yachts 243
Narth Beach Canvas 33
Narth Sails - San Francisco ... 45
Oceanfast Yacht Center 6,8
OCSC Sailing 63
Olympic Yacht Charters 193
Opequimar Marine Center .. 210
Orange Coast Callege 78
Outbaard Matar Shap 65
Owl Harbar 212
Oyster Cove Marina 82
Oyster Point Marina 92
Pacific Caast Canvas 91
Pacific Marine Foundatian ... 192
Pacific Yacht Imports 14
Pantaenius America, Inc. 59
Passage Yachts 4,5
Passage Yachts Brakerage ... 237
Pearsan Yachts West 85
Performance Sailcraft 231
Peter Crane Yacht Sales 235
Pettit 99
Pineapple Sails 3
Quantum Pacific 37
R-Parts 231
Raiatea Carenage Services .. 204
Randall Burg Yacht & Ship ... 239
Richardson Bay Marina 208
Richmond Baat Warks 105
Richmond Marina Bay 22
Richmond Yacht Service 184
Rigworks 84
Romaine Marine Electronics . 102
Rooster Sails 102
Sail California 34,35
Sail California San Diego .. 235
Sail Exchange 231
Sail Warehouse, The 105
Sal's Inflatable Services 142
Salty Canvas 144
San Francisca Baat Works 95
San Francisco Estuary Project 11
San Juan Sailing 193
San Leandra Marina 31
Sausalito Yacht & Ship 233
Save the Children 105
Scanmar International 40
Schaefer Marine 97
Schmidt, Charlotte Yacht Sales 240
Schoonmaker Paint Marina ... 97
Scullion, Jack D. Yacht Svc 91
Scully Fin 230
Sea Frost 91
Sea Scouts of Marin 236
Sea-Power Marine 65
Seacoast Marine Finance 50
Sealife Marine Products 83
Seashine 95
Seatech 230

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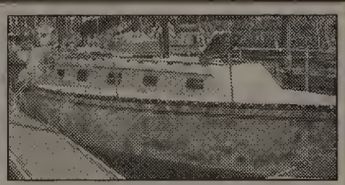
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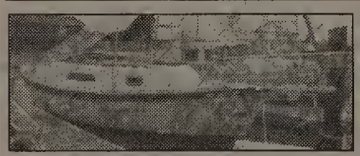


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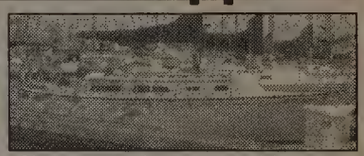
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ADVERTISER'S INDEX - cont'd

Selden Mast, Inc. USA 44
Sealadair Ltd. 226
SetSail 53
Signet 151
Society of Accredited Marine Surveyors/SAMS 232
South Beach Harbor 29
South Beach Riggers 33
South Beach Sailing Center 33
Spectra Watermakers 163
Spinnaker Cup 181
Spinnaker Sailing af R.C. 76
Spinnaker Shop, The 224
Starbuck Canvas 92
Stockdale Marine & Nav. Ctr .. 46
Suncoast Yachts & Charters .. 235
Svendsen's Baat Warks 43
Svendsen's Metal Works 158
Swan Yacht Sales 19
Swedish Marine 206
Swiftsure Yachts 87
Tahiti Yacht Charters 191
Tap Plastics 167
Tartan/C&C Yachts 16
Tim's Zodiac Marine 97
TMM/Tortola Marine Management 191
Tradewinds Sailing 26,27
Trident Funding 28
Twin Rivers Marine Ins. 94
UK Sails 73
Vallejo Marina 24
Vaughan, William E. 230
Ventura Harbar Boatyard 218
Vayager Marine 72
Waikiki Yacht Club 185
Watermaker Store, The 142
Watski 230
Waypoint 54
weatherguy.com 218
Wedlock & Stone Marine Surveyars 224
Wells Marine Arch 218
West Caast Yachts 41
West Marine 15,21,24,66
West Marine Bargain Center 30
West Marine Baoks & Charts 12
West Yachts 235
Western Dock 220
Westwind Precisian Details 33
Whale Point Marine Supply ... 62
Wichard, Inc. 32
Windtoys 75
Wizard Yachts, Ltd. 237
Wright Way Designs 224
Yacht: Catana 581 239
Yacht: Hershine Trawler 236
Yacht: Magic Carpet 236
Yachtfinders/Windseakers 12

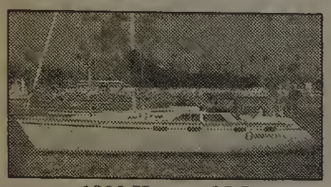
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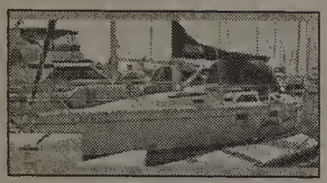
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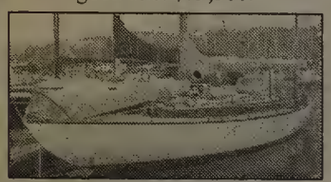
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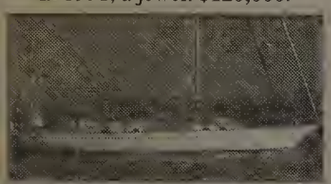
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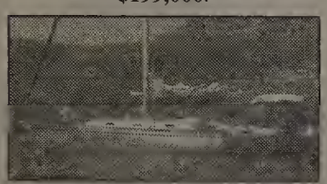
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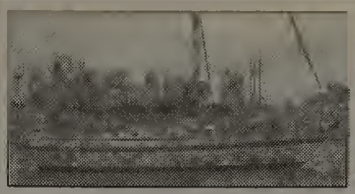


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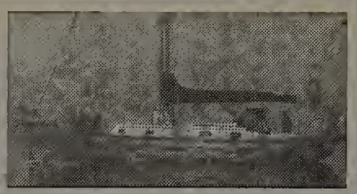


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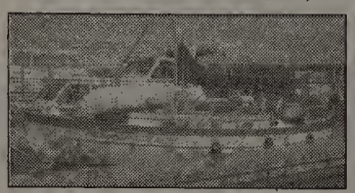
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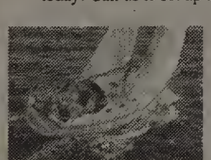
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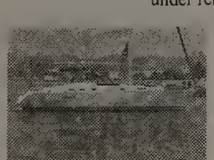
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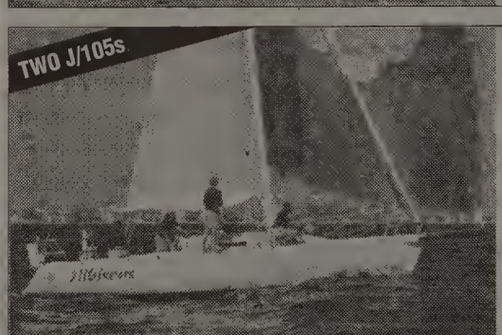
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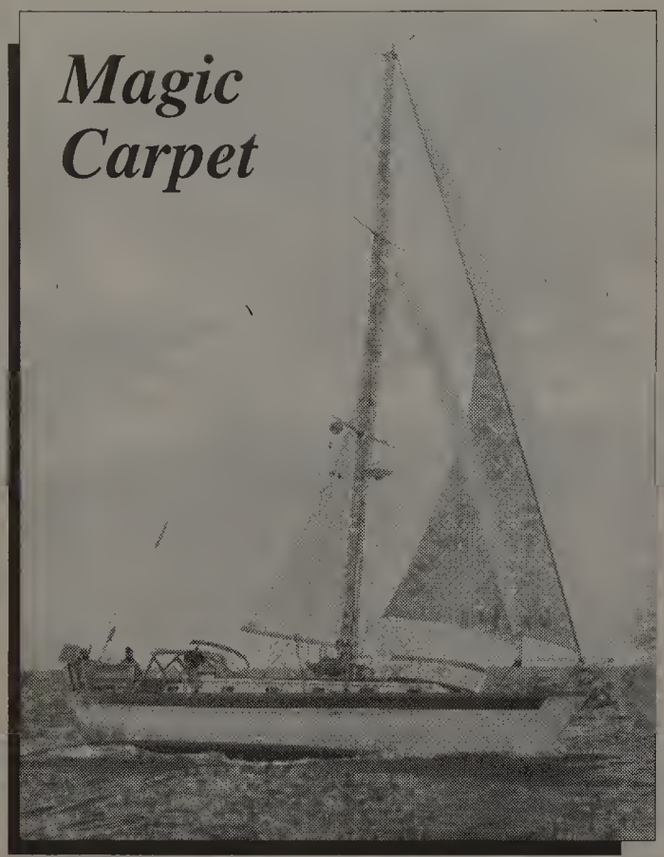
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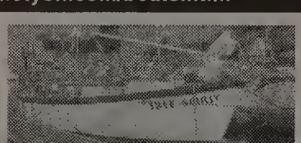
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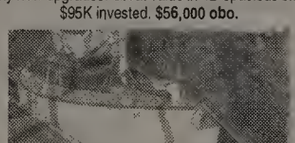
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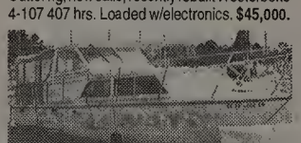
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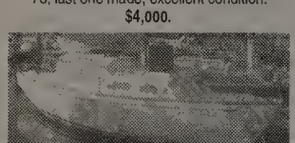
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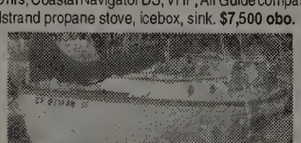
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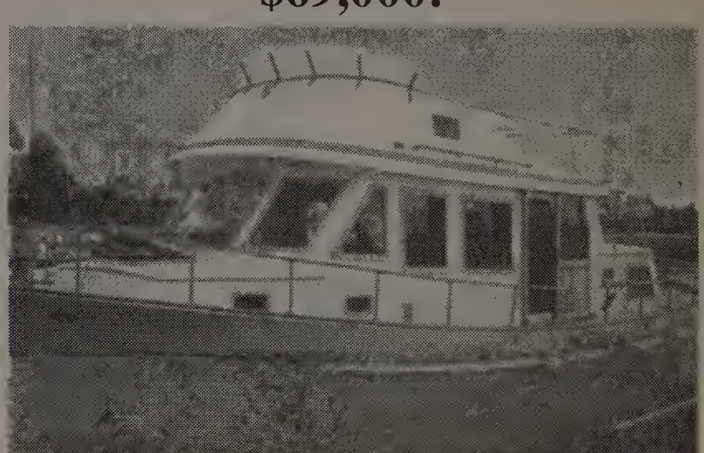


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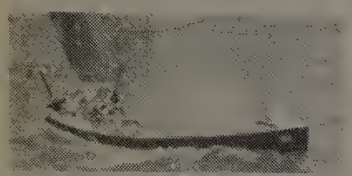
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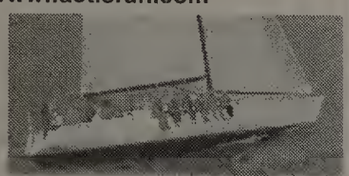
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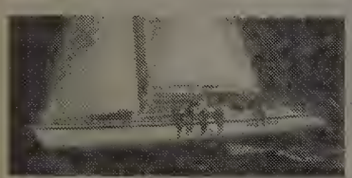
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42' CABO RICO
2001
$524,500



40' ISLAND PACKET
1996
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103' KETCH, 1996
Hawaiian Chieftain
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'87	103' GAFF-RIGGED T/S KTCH *Hawaiian Chieftain*	$811,000
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'43	72' BAGLEY NUNES SCH. *Talofa*	$138,000
'73/96	48' C&C CUSTOM	$175,000
'79	47' GULF STAR	$142,500
'01	42' CABO RICO	$524,500
'96	40' ISLAND PACKET	$239,000
'90	33' BENETEAU	$59,500
'73	32' RANGER	$25,000
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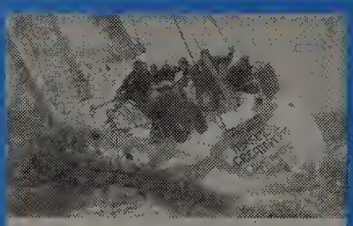
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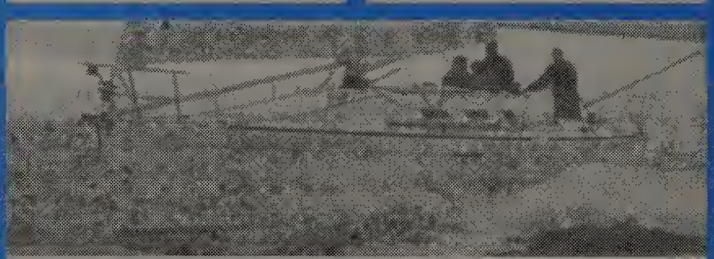
***X-442*, 2001 ~ $359,000**



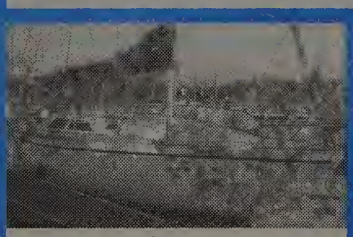
BENETEAU 45f5
1993 ~ $175,000



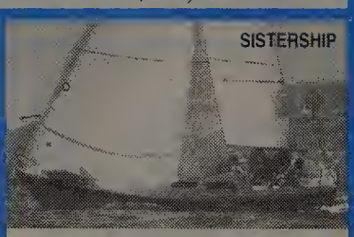
BENETEAU FIRST 38s5
1992 ~ $87,000



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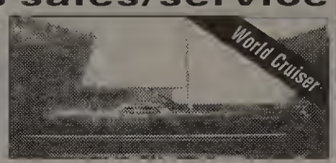
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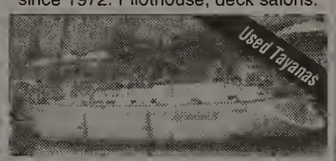
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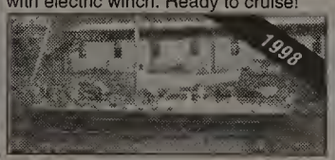
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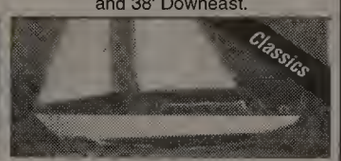
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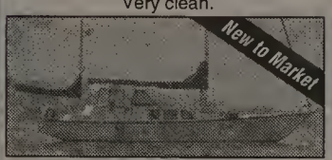
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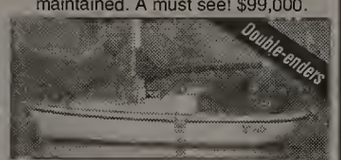
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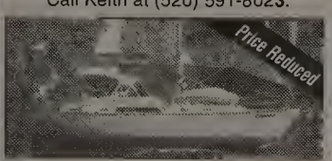
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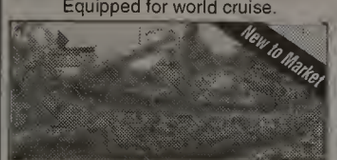
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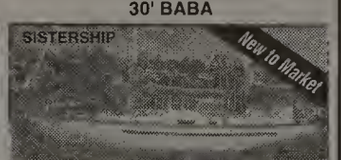
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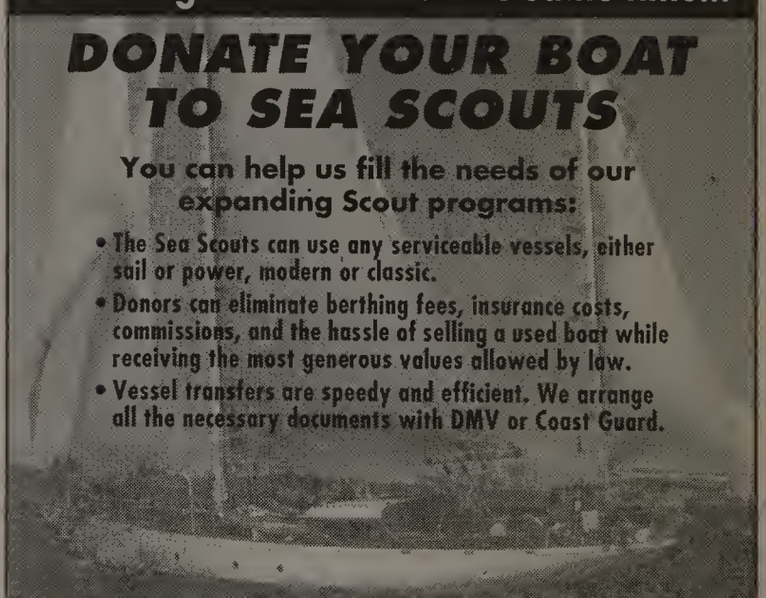
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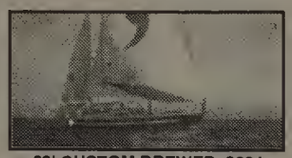
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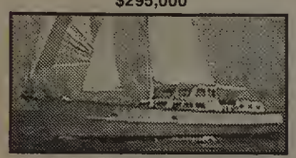
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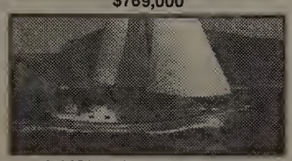
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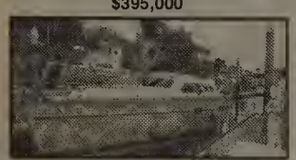
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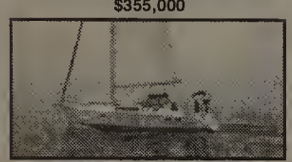

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62' CUSTOM BREWER, 2001
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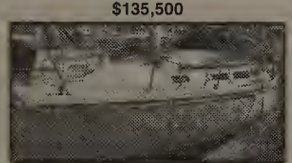

56' LANYARD PILOTHOUSE, 1981
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45' ISLAND PACKET, 1999
$355,000


42' HUNTER PASSAGE, 1999
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37' HUNTER 376, 1998
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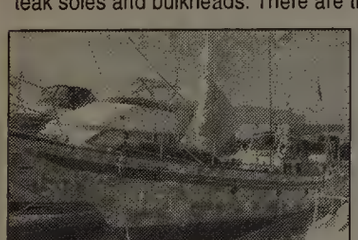

30' FORMOSA KETCH, 1981
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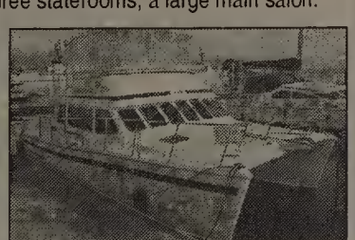
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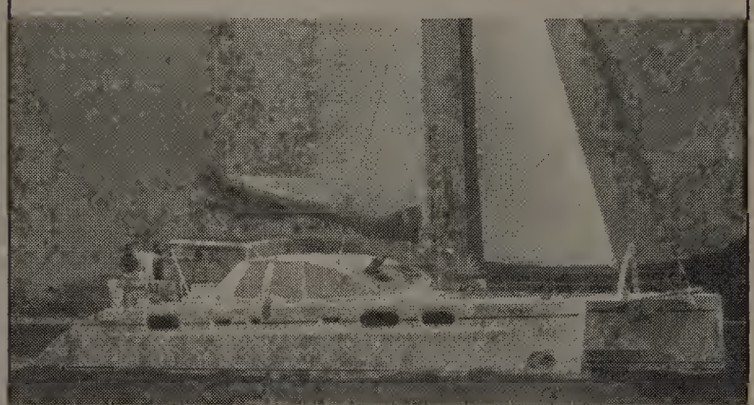
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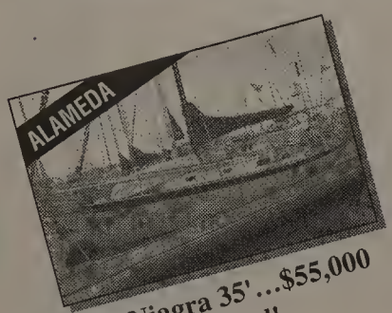
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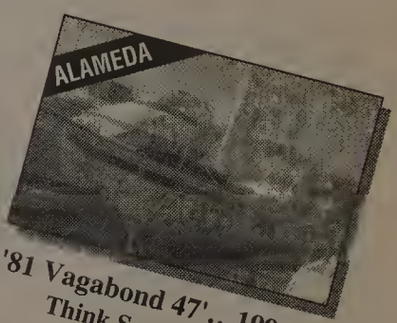
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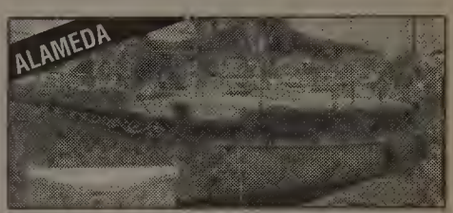
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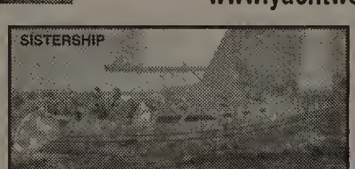


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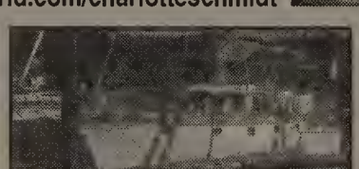
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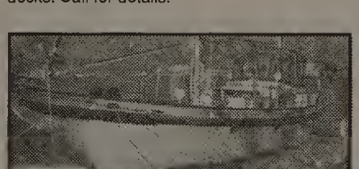
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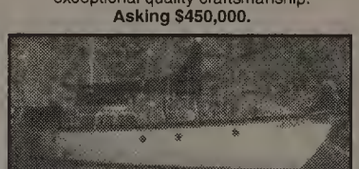
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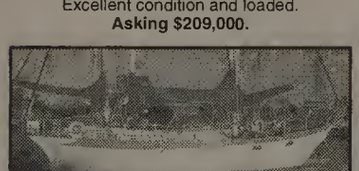
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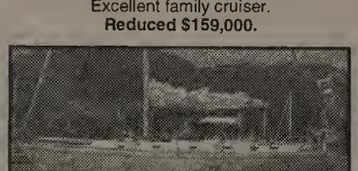
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30'	ISLANDER BAHAMA, 1980	$20,900
30'	CATALINA, 1984	$25,000
28'	CHRIS CRAFT CONSTELLATION, '58	$19,500

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40' SABRE 402, 1996 The 402 is a large, camfartable perfarmance cruiser, and this particular example is a rare deep keel versian, desirable an the Bay. She's lightly used (anly 313 hrs an Yanmar dsl), well equipped (incl. radar, chartplatter, inverter, dadger and Avan w/5 hp Nissan autbaard), and campetitively priced. **$249,000**



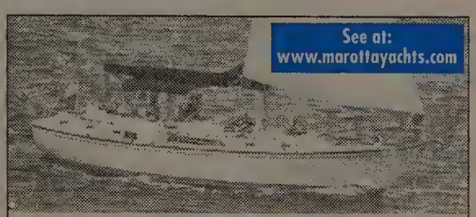
48' C&C, 1973 One af twa built, this unique vessel was extensively refit at the factary in '96, including full new interiar. She's in better shape naw than when new. Upgraded, updated ar rebuilt fram stem ta stern: new 80 hp Perkins diesel has less than 200 haurs, complete tap-af-the-line electranics incl. Furuna radar, Rabertsan AP. See ta appreciate. **$175,000**



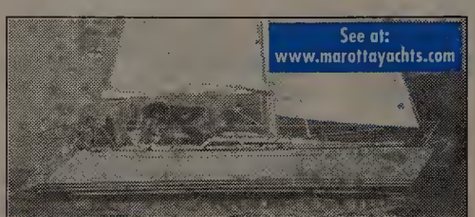
32' ISLAND PACKET 320 CUTTER, 1999
The 320 is ane af the best canceived and executed vessels af this size we've ever seen; she wan *Cruising Warld* magazine's 1998 Baat af the Year award far the best mid-size cruiser, and it's easy ta see why. This particular example shaws as new. **$164,000**



40' SPARKMAN & STEPHENS-DESIGNED AFT COCKPIT YAWL, 1953 Designed by legendary Olin Stephens af S&S and built af the finest materials by ane af Eurape's premier yards, *Iralita* always had laving awners; her current caretaker has lavished untald time and maney an her (see website far details). She shaws bristal. Transferable Sausalita YH slip. **$140,000**



43' C&C LANDFALL, 1983
Vessel is in great shape with completely refurbished interiar, exteriar Awlgripped, barrier-caated battam, renewed standing rigging, replaced fresh water tanks, new heavy duty dadger, new heavy duty swim platfarm & new heavy duty dinghy davits. Well equipped. **$139,000**



40' C&C 37+, 1989 Evalved fram the race-ariented 37R, the 37+ retains the keel-stepped mast, high lift elliptical keel and extensive use af Kevlar in the hull. She alsa affers a hand matched and finished teak interiar that's well thaught aut and lavely. This ane is well equipped, in great shape, lying in a transferable Sausalita slip. **$124,500**



42' SPARKMAN & STEPHENS-DESIGNED CENTER COCKPIT YAWL, 1967 This lavely yawl designed by S&S was built at the famaus DeDaad yard in Bremen, Germany, ta the highest standards. She's always been well maintained, and with almast $50,000 spent an her aver the last 18 manths, shaws better than new taday. **$109,000**



34' HUNTER 340, 2001 The Hunter 340 wan a *Cruising Warld* magazine Baat af the Year Award in '98 (Best Value, mid-sized cruiser) and it's easy ta see why: she's exceptianally camfartable/functianal, affering a tremendaus amaunt af space belaw and well laid aut abave. This particular ane-awner baat is the deep draft versian, anly lightly used and shawing as new. **$94,500**



39' BENETEAU, 1989
Twa stateraam, deep keel versian af Beneteau's most papular madels. Vessel has been prafesianally maintained as part af a lacal sailing schaal fleet; she was recently surveyed and given a clean bill of health by ane af the Bay Area's mast demanding surveyars. **$79,500**



37' TAYANA CUTTER, 1977 These Rabert Perry-designed classics can be faund literally all aver the warld. This ane has always been hame-parted in CA and shaws very, very nicely with all new exteriar canvas incl. dadger. All brightwark shines; Perkins 4-108 dsl runs like a tap. Transferable Sausalita Yacht Harbar slip. **$74,000**



32' HUNTER 320, 2000
The 320 is already being hailed as anather hit fram Hunter, perfect far Bay ar caastal. Very clean baat, deep draft versian preferable far the Bay.
$72,000



35' CHEOY LEE, 1979 Papular Rabert Perry designed fin keel slaap has skeg hung rudder, keel-stepped mast, rack & pinian steering, teak decks. Well equipped: extensively rewired, replaced reefer, interiar cushians & curtains redane, Furuna radar, standing & running rigging redane '97, practically new main, PraFurl furler, recent dadger, new full caver. **$59,000**



36' CATALINA, 1983 This particular baat shaws well inside and aut, and has had a significant amaunt af wark dane aver the past three years – rewarked sails, new electranics, rewarked water system, new refrigeratian system, rebedded stanchians (with new lifelines) and chain plates, new transmissian and fuel tank, etc.., etc., etc. **$54,000**



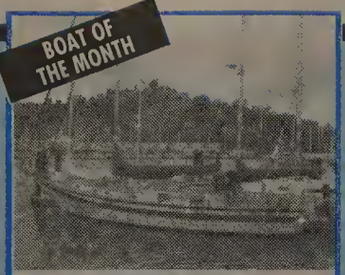
31' MARINER FAR EAST YAWL, 1971 Designed by William Garden and built by renawned Far East Yachts in Japan, they have transparted their awners all aver the glabe in safety and camfart. One af the last built, this particular Mexica veteran has been almast completely renavated; she's IMMACULATE, as well as very charming, must see ta appreciate. **$32,000**



35' SANTANA, 1979
Perfarmance cruiser with the emphasis an PERFORMANCE!
Deep lead keel and fractianal rig make far a table ride an the Bay whether racing ar day sailing.
$25,000.

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BOAT OF THE MONTH



56' CUSTOM KETCH, 1991
Cold malded world cruiser. Mony recent upgrodes. Three double stateraams, Yanmar main & generatar. $195,000.

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CLAY & TERESA PRESCOTT • JAMES BUSKIRK • PHIL HOWE • DARROW BISHOP • DAVE ARCHER



STEPHENS 68, 1968
Nicest matar yacht in Sausalita. Nice slip in Sausalita. By oppaintment please. $379,000.

MOTIVATED



43' BREWER CAPE NORTH CUTTER, 1980. Aft cackpit, new engine, 50 hours, great sail inventary, SSB, AP 6000, liferaft and much more! $119,000

FULL KEEL CRUISERS



41' SEAWOLF, 38' INGRIDS (three), **38' PANDA, 38' DOWNEAST, 36' UNION** (pictured), **35' BABA**

OFFERS WANTED



65' LOD CREALOCK SCHOONER, 1984
Cold molded, U.S. built, exceptianally Bristol, certified far 49 passengers.



535 NORSEMAN CUTTER, 1988 – Bristol!
Reckmann hydroulic furling an headsails and moin, electric winches, hard dadger, baw thruster – oll top of the line. $519,000

SAIL			
65' LOD Crealock schooner	'84	Offers	
62' Custom PH steel	'98	769,000	
57' Bermuda ketch ..	'75	79,000	
51' Baltic	'80	249,000	
50' Gulfstar MkII	'77	102,000	
50' Rover	'80	49,000	
48' Hughes Yawl	'72	Offers	
48' C&C	2 trom	139,000	
47' Jeanneau	'92	210,000	
46' Pan Oceanic PH .	'86	110,000	
45' Hunter	'87	122,000	
44' Cherubini, bristol	'80	450,000	
43' Serendipity	'81	79,500	
42' Custom schooner	'72	39,000	
42' S&S	'70	57,500	
41' Seawolf	'77	75,000	
41' Newport	'84	68,000	
41' Coronado	'74	59,500	
40' C&C	'81	85,000	
40' Brewer PH	'88	175,000	
40' Helmsman	'80	39,500	
40' Herreshoff, glass	'81	25,000	
40' Sabre 402	'96	249,000	
40' Mariner ketch	'67	32,000	
39' Beneteau	'84	79,500	
38' Panda	'82	95,000	
38' Downeast	'78	59,500	
38' Ericson	'81	45,000	
38' Ingrid	3 trom	69,900	
38' Colin Archer	'50	58,000	
38' Catalina	'99	154,900	
36' Union Polaris	'85	94,500	
36' Columbia	'69	25,000	
36' Custom schooner	'72	47,000	
36' Atkins PH ketch .	'54	26,500	
35.5 Beneteau First ..	'92	79,500	
35' Baba	'79	79,500	
35' Privateer ketch ..	'89	52,000	
35' Ratiki	'80	59,000	
34' Islander	'75/'85	31,500	
34' Peterson	'78	39,000	
34' Irwin	'80	28,000	
33' Newport	3 trom	32,500	
33' Hans Christian ...	'86	94,500	
32' Islander	'78	29,000	
32' Pearson Vanguard	'63	24,000	
31' Cheoy Lee	'69	15,000	
30' Catalina (2)	'77 & '85	18,900	
30' Cal 9.2R	'83	24,000	
30' Islander Bahama	3 trom	10,000	
28' Newport	'81	14,000	
27' Ericson	'75	9,500	
POWER			
68' Stephen FB	'68	379,000	
65' Pacemaker cert.	'72	375,000	
58' Kha Shing	'85	298,000	
58' Hatteras YF cert.	'71	289,000	
58' Spindrift	'85	298,000	
57' Chris Craft	3 from	145,000	
55' Stephens MY cert.	'58	169,000	
52' Libertyship	'60	110,000	
49' Kha Shing	'84	179,000	
45' Fellows & Stewart	'26	299,000	
44' Gultstar, nice	'79	179,000	
42' Calitornia MY	'87	160,000	
42' Grand Banks	'67	89,900	
41' Roughwater	'75	74,900	
40' Harco, reduced 10k	'49	35,000	
38' Stephens	'48	36,000	
38' Calitornlan	'76	85,000	
37' Chris Craft	'63	20,000	
34' Bayliner Avanti ...	'87	38,500	
34' Uniflite	'77	35,000	
34' Sea Ray	'86	56,000	
34' Silverton	'90	79,000	
34' CHB Trawler, single dsl	'80	59,000	
33' Jeffries	'52	39,000	
32' Bayliner 3250	'88	32,000	
31' Uniflite	'77	11,000	
30' Sea Ray 305 DB .	'88	59,900	
29' Wellcraft	'85	27,500	
29' Silverton	'85	26,000	
28' Penn Yan	'80	10,000	
26' Clipper Craft	'86	11,500	
24' Bayliner	'01	39,000	



62' BREWER STEEL KETCH, 1998
Custom pilothouse. Ted Brewer design, steel, Lloyds, Coterpillor 3115, 3 stateraam, 16 kw genset, bow thrusters, new sails, much mare. $669,000

THREE



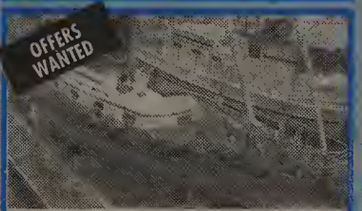
33' NEWPORT MKII
All ore in nice shape! Sausolita, Richmond, Sauth Loke Tahae. From $32,500.

REDUCED



SABRE 402, 1996.
Sobre blue hull, full batten mainsoil, headsail an ProFurl raller furler, Carian cauntertaps, lacated here an the Boy. $249,000

OFFERS WANTED



38' PANDA, 1982. Newer sails, FB main, head sail & staysail an Horken raller furling, olso rerigged. Beautiful solid teak interior. Ta Shing quality. $95,000



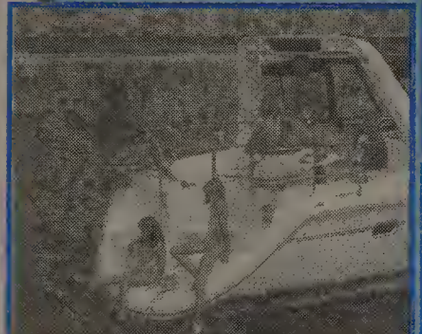
BABA 35, 1979
Ta Shing. Recently restored interiar. Perkins 4-10B. New dodger. Priced to sell $79,500.



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, lorge open salan oreo with galley. Cruise equipped pullman berth plus V-berth. $175,000



47' JEANNEAU SUN ODYSSEY, 1992
Refit in 2002. 75 hp Yanmar. 15' beam. RF main and genaa. $210,000



HUNTER LEGEND 430, 1995. She has a 55hp Yanmar diesel and a new GPS Chortplatter. Asking $149,500, but na reasanoble offer refused. BOAT IS SERIOUSLY FOR SALE!

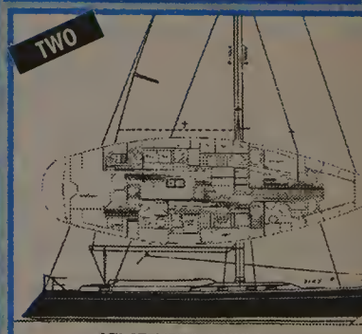


46' PAN OCEANIC PILOTHOUSE CUTTER, 1986
By Ted Brewer. Outside and inside helms, great layout belaw. Price reduced to $110,000.



Pictured: **CATALINA 42 MkII, 2002,** 3 strm., $225,000. *Alsa:* **CATALINA 380, 1999,** cruise equipped, price reduced, $154,900.

TWO



47' STEVENS & HYLAS, 1986
3 stateraams, Sporkmon & Stephens design. Westerbeke 70 hp law haurs, genset 8kw, hydroulics. $225,000

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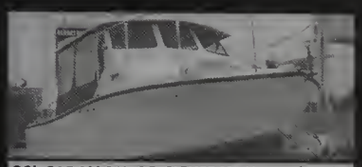
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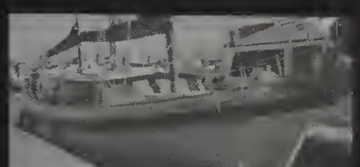
BOATING SEASON IS HERE! LIST YOUR BOAT NOW!



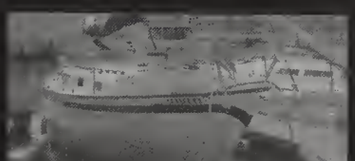
Luxury, seaworthiness & comfort. Outstanding cust. glass DeFever bluewater cruising M/Y. CAT dsls, Thruster, stabilized, 4 suites, gourmet galley, air, more! Turnkey cond. & cruise ready. Alaska anyone? **$1,295,000.**



25' FARALLON 25 FISHERMAN. 6 cyl. turbo diesel. Hard top full enclosure, trailer, windlass, heat, reefer, dive compressor, aft helm station. Outstanding, well maintained & more. **Asking $24,500.**



41' ISLANDER FREEPORT ketch. Center cockpit, aft cabin, new 100hp Yanmar diesel, shower, galley, davits, very nice inside & out. Big comfortable cruiser. **$76,500.**



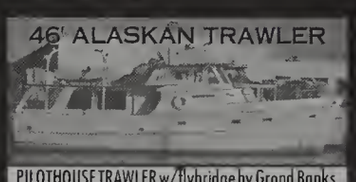
30' RAWSON sloop. Extra heavy fiberglass construction, Wm. Garden design, dodger, inboard & more. Strong & reliable, excellent condition. **$18,500.**



33' HOBIE sloop. The ULTIMATE TRAILER-SAILER. Full lifelines, Saildrive, 6 spinnakers, 2 mains, 4 jibs, many Kevlar. 5 Lewmar winches +. Mex. Vet, FAST! **$22,000.**



34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! **$49,500.**



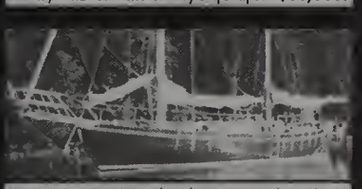
PILOTHOUSE TRAWLER w/flybridge by Grand Banks. Twin dsl, 6.5 kw genset, full galley, rador, heater, large salon. Ideal for cruising/living. Roomy '69 wood classic. **Asking $116,500.**



32' GRAND BANKS TRAWLER w/Sausalita Charter Business. Dsl, rador, VHF, depth, Loran, AP, 6 berths, Bimini, windlass & more. Very shipshape. **$69,000.**



39' CORBIN PH CTR. Dufour design, f/g, 2 helms, 12'1" beam, full galley & head, roller furl, central air and heat, rador, AP, watermaker, lots of new gear. Bluewater cruise ready. **Asking $99,950.**



38' INGRID KETCH by Bluewater Yachts. Gloss. Beautifully refit incl. new dsl, soils, rigging, finishes, etc. Radar, vane, GPS & lots more! She's a lot of boat for the money! **Ask $66,250**

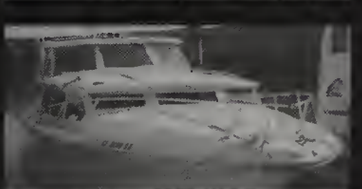
SAIL

SS' SAMPSON ketch, center cockpit, aft cabin, dsl & more, live/cruise ..... Ask 65,000
50' G. DeVRIES-LENTSCH CLASSIC, 1935 steel ketch. Stunning! ..... Exquisite!
48' C&C sloop, completely refit & updated, loaded with gear & equipment. EXCEPTIONAL ..... Ask 175,000
48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, dsl, fascinating history Island real estate trades ok...Ask 52,000
48' HERITAGE WEST INDIES, f/g, aft cabin, center cockpit cruising cutter, loaded, in Panama, ready to go! .... Ask 189,000
41' BLOCK ISLAND CUTTER. Osl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential . Ask 39,000
40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential .. Ask 37,500
39' DANISH ketch, double-ender, diesel, big and strong ..... Try 29,000
36' ATLANTIS KTCH, dsl, hard chine cruiser. Nice! Strong! ..... Asking 18,500
36' CROCKER SCHOONER, dsl, gaff rig, nice fixer. Great lines ..... Try 5,500
35' GILLMER PRIVATEER ketch. Osl, f/g, wheel, full galley, shower ++ $2,000
34' COLUMBIA sloop, dsl .. Asking 17,000
33' RHODES WINDWARD sloop. Famous design, I/8, great boat ..... Ask 9,950
32' ATKIN PH CUTTER. Super ferro beauty. Diesel, loaded and strong double-ender in beautiful shape ..... Asking 32,000
31' H-28 KETCH, I/8 ..... Asking 22,000
30' WALSH80 M/S, dsl ..... Try 9,800
30' PEARSON Sloop, Atomic 4 I/B, GPS, Autohelm, spinn, nice, clean .. 15,000
29' CAL 2-29, I/8. Great sailer 9,500
27' BRISTOL sloop, O/8 ..... Try 3,900
27' CATALINA sloop, Inboard, F/G, in VERY NICE SHAPE ..... Cheap at 5,950
27' ERICSON sLoop, new Honda 8 .. 9,800
26' LAGUNA sloop, dsl, Saildrive 9,950
26' KINGS cruiser, diesel, mahogany, copper-riveted, full keel, strong, Scandinavian built 4,900/offers
24' SEAFARER slp, MacCarty/Rhodes, O/8, main, jib, genoa, all glass .. Try 5,500
24' EO MONK CLASSIC sloop, diesel, great character & a nice boat ..... Try 7,500

POWER

46' CHRIS CORSAIR aft cabin, F/8 mtr yacht. Sparkling '57, live/cruise Ask 99,000
45' LAKE UNION classic cruiser. Twin diesel, F/8, 2 heads with showers and grand style ..... Asking 45,000
45' STEPHENS classic 1929 .... Ask 90,000
42' TROJAN AFT CABIN M/Y, 15' beam, full elect galley, 2 heads, shower, radar, Onan, V8s, cruise/live ..... Ask 49,500
40' MATTHEWS, '48 sdn cruiser. Very well kept/many upgrades. Twin V8s..25,000
38' CHRIS CRAFT CONNIE, 'fixer' ... 6,500
37' CHRIS CRAFT CONNIE, nice cruiser/liveaboard, genset, one V8 just rebuilt, other needs work ..... Asking 30,000
36' HUNTER cruiser, '57, twins, classic varnished beauty, good liveabrd 16,000
36' CHRIS CRAFT Cavalier, *VERY* NICE, must be seen ..... Ask 29,900
36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc. ..... Ask 40,000
34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500
32' UNIFLITE F/8 sedan, F/G, F/F chart, twins, radar, much more! Ask 32,000
30' MONTEREY TRAWLER, a great classic beautifully restored & loaded 46,000
29' WELLCRAFT EXPRESS cruiser. 350s, shower, galley, outriggers & more. Twin shaft/strut/props/rudders. Ultra clean and ready to go! ..... Asking 27,950
29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, BARGAIN! 6,900
28' OWENS H/T EXPR., 350 V8 Ask 8,500
28' CHRIS CRAFT Cavalier, nice 12,000
28' CARVER F/8 cruiser, Crusader V8, full Delta canvas, shower, comfortable & roomy 17,500
26' BAYLINER 2352 TROPHY, '00, trailer, a/d, only 10 hours on clock! 38,500
25' GRADY WHITE OFFSHORE PRO, trailer, two 225 Mercs 44,000
25' BAYLINER CIERRA, '88, very nice. Full Delta canvas ..... Asking 39,500
25' DONZI 2-25, V8, Arnesan Drive..29,500
20' SEA RAY Bow Rider with trailer. Less than 200 hours use, 205hp I/O, super clean, 1993 ..... Ask 9,800
18' AVENGER ski boat, tri, 200 hp, more ZOOM! ZOOM! ..... Ask 2,500

LIST NOW... THEY'RE SELLING!



32' FJORD CRUISER built by Fjord-Plast of Norway. Twin Volvo 170hp moins, heavy gloss construction, well equipped & maintained. **Asking $27,349.**



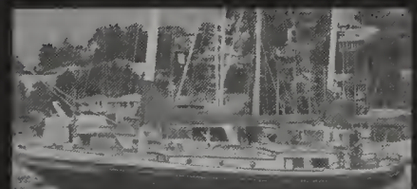
33' LAGUNA F/B SPORTS FISH by American Marine. 2 dsls, 2 helms, all gloss, gen, lots of teak, 2 VHF, depth & F/F, rador, GPS/chart, AP & more! Many updates & improves. Beautiful & looded. Covered berth. **$49,950.**



46' Wm GARDEN PORPOISE. Big, tough, well respected ketch. Copper riveted TEAK hull and decks, diesel, wheel, rador, shower, autopilot, looded. Comfortable world cruiser/liveaboard. **Asking $89,500.**



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